

**COMING EVENTS**

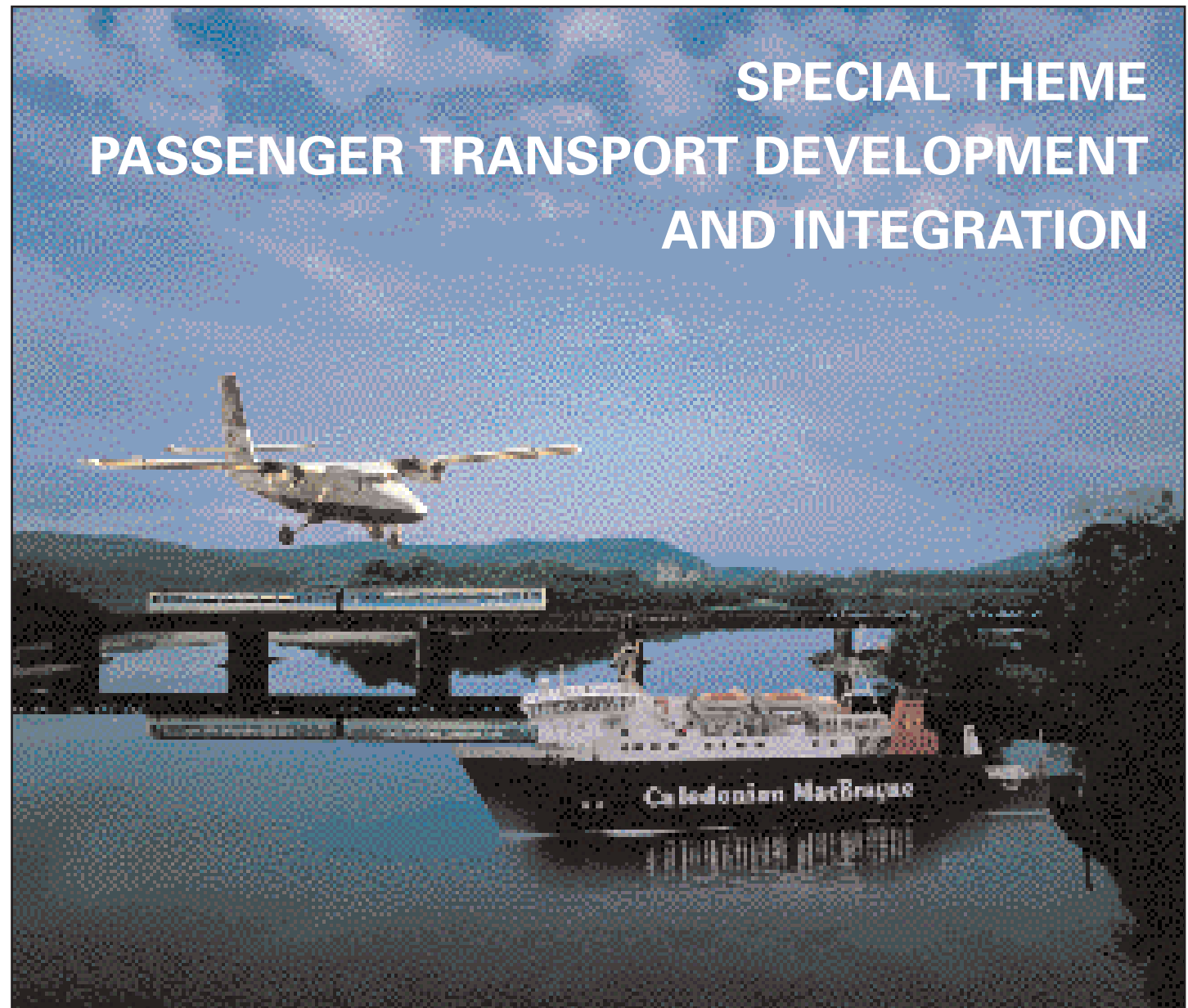
- 4 June** Rail and Caledonian/MacBrayne Ferry Users Consultative Committee, 21st Statutory Meeting (open to the public), Stakis Hotel, Gourrock - details from Bill Ure, RUCC Secretary 0141 221 7760.
- 10 June** TR & IN Railways in the Community, Marine Hotel, North Berwick on 01484 549737.
- 15 June** Community Transport Association Training Roadshow, Glasgow. Further information from Highbank, Halton Street, Hyde. Cheshire SK14 2NY.
- 21-22 June** Integrated Transport - the route to regional economic development? University of Plymouth (close to city centre), Plymouth. Fees from £250 - information from Conference South West (ITC), 19 The Crescent, PLYMOUTH PL1 3AD
- 23 June** Tackling Car Dependency - Making better use of the Car, TechnoCentre, Puma Way, COVENTRY CV1 2TT 01203 236292.
- 23 June** Cleaner Fuels, Cleaner Vehicles, Landor Conferences and Birmingham City Council, Austin Court, 80 Cambridge St, BIRMINGHAM. Fees from £170+VAT - information from Conference Office, Landor Publishing, Quadrant House, 250 Kennington Lane, LONDON SE11 5RD. Fax 0171 242 2324.
- 13 July** Transport Priorities for a Scottish Parliament, Stakis Grosvenor Hotel, Haymarket, Edinburgh. Contact Karen Lynch, Centre for Transport Policy, The Robert Gordon University, Aberdeen. Tel 01224 263134 Fax 01224 263100.
- 27-29 Sept** The European Transport Conference, Robinson College, Cambridge. This is the Annual Conference of the former PTRC International Association, renamed the Association for European Transport (ATE) in 1998 - for information, contact Sally Scarlett or Claire Moore at PTRC, Glenthorne House, Hammersmith Grove, LONDON W6 OLG. Tel 0181 741 1516. Fax 0181 741 5993. E-mail: info@aetransport.demon.co.uk. http://www.aetransport.demon.co.uk.



*Class 170 Turbostar to be delivered from May and introduced between Edinburgh and Glasgow in September: ScotRail*

# Scottish transport review

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**EDITORIAL**



Almost one year since publication of the Transport White Papers and with the Scottish Parliament now having responsibility for transport integration within Scotland, this issue of the Review takes Passenger Transport Development and Integration as its special theme. As government policy makes clear, there is also a need to integrate transport with other economic, social and planning policies. Progress is being made on this holistic front, as evidenced by the new guidelines on *Transport and Planning* (p 8) and by the refinement of policies for social inclusion and health, yet it will be important to avoid the pitfalls of excessive bureaucracy, departmental in-fighting and the ministerial graveyard depicted when 'Yes Minister' dealt with integrated transport in a well-known and recently repeated episode.

For many people and for government itself, one of the main tests of successful integration will be the ability to take practical action to ensure better public transport services, good information, attractive ticketing and easy interchange (including interchange from cars and to air and ferries). This can offer the dual benefits of social inclusion and a proven ability to achieve shifts from car use to public transport. The main articles deal with expanding Railtrack partnership programmes to increase track capacity, complementing increases in rolling stock for both passenger and freight services, and with a new stability in the bus industry which secures a better base for converting the bus from 'workhorse to thoroughbred' in full partnership with local councils and a sympathetic Parliament. 1998 saw the first decline in Forth Road Bridge traffic since 1974 (p 18) and, though special features such as roadworks contributed, this change also points to the possibility, and probability, of longer-term shifts from cars to public transport development and, within towns and cities, to increased reliance on walking and cycling as part of integrated and cost-effective strategies.

**Tom Hart**, Editor

**Editorial Board**

T.Hart, B. Weddell, D. Halden, I. McMahon, S. Lockley, Prof. H. Kirby, R. Petersen and A. Sieker

The aims of the Scottish Transport Studies Group are "to stimulate interest in, and awareness of, the transport function and its importance for the Scottish economy; to encourage contacts between operators, public bodies, users, academia and other organisations and individuals with interests in transport in a Scottish context; to issue publications and organise conferences and seminars related to transport policy and research."

Contributions for the next issue should be sent to the editor at Redwood House by **30 July 1999** or by e-mail to stsgroup@aol.com.

**Cover Picture** by courtesy of TMS, ScotRail, Loganair, Caledonian MacBrayne and Scottish Rail Developments

**TRI NEWS**

**Jakki McKellar**, formerly of Paisley University and Scottish Enterprise, and **Neil Toy**, from Maritime Studies at the University of Plymouth, have been appointed to work on the PACTS project (dealing with sea crossings to Europe, see STR Issue 4) at the Maritime Research Unit.

**James Cooper** and **Tim Ryley**, from the University of Ulster, have joined Prof. Austin Smyth's team working on the EPSRC Sustainable Cities Project

**Tim Waters-Fuller** has joined the School of the Built Environment. His expertise is in transport noise.

**Alf Baird**, Director of the Maritime Research Unit has been awarded a PhD for his thesis on globalisation in the container shipping industry. He has also been appointed a council member of the International Association of Maritime Economists

**Dr Tom Rye** has been seconded to Colin Buchanan and Partners to work on the Local Transport Strategy for the City of Edinburgh. He is also working on a travel diary survey for Fife Council

**New Research Projects across TRI**

The Scottish Office, through DETR, has awarded a joint contract to ITS Leeds and TRI Napier to investigate **behaviour at passenger transport interchanges**. TRI will be responsible for focus groups, attitude surveys and the survey work for stated preference experiments. Contact Dr Julian Hine 0131 455 5140

TRI has been successful in the recent EPSRC (Engineering and physical Sciences Research Council) call for proposals under their "Sustainable Cities" programme. A grant was awarded to **Prof Jon Kerridge** (School of Computing) and **Dr Julian Hine** (School of Built Environment) entitled: **Pedflow – a tool to aid the design of pedestrian networks and facilities in urban areas**. The project will develop a pedestrian flow model in collaboration with the City of Edinburgh Council and Halcrow Fox. (Contact Prof Kerridge on 0131 455 4395).

Scottish Office, Stagecoach and Forth Ports have funded a study of the potential for **cross-Forth fast ferries** as a passenger alternative to the congested Forth Road Bridge. **Alf Baird** and **Tom Rye** will be involved in this project.

The **Go-Ahead Group** is to fund a research studentship at TRI in the passenger transport area.

**Barry Hutton**, **Dr Wafaa Saleh** and **Dr Tom Rye** have been awarded a project from the TRICS consortium to reduce current problems in using TRICS for mixed-use sites.

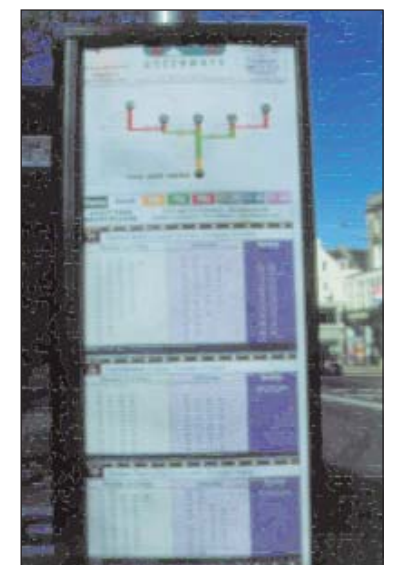
**LATE NEWS**

The **Glasgow Airport Quality Partnership** involving Glasgow Airport Ltd, SPTE, Renfrewshire Council and all three bus operators serving the airport was officially launched on 26 April 1999. The initiative has already seen major commitments to improving service quality, identity, timetable co-ordination and promotion. This includes the introduction by Arriva of Scotland's first LPG (liquid petroleum gas) buses on the Airport-City Centre route.

**THE STB 'Attraction Monitor' for 1998**, prepared by Professor John Lennon of Glasgow Caledonian University, shows a 1% fall in visitor numbers, likely to be an actual fall of 4.2% due to problems in using estimated numbers. Only Greater Glasgow, Dumfries and Galloway and Orkney had an upturn in visitor numbers. The Glasgow rise, at 6%, had a major influence in slowing the overall Scottish fall but several areas had falls of 6% with the highest fall, 11%, in the Western Isles (Herald 28 April)

A decision on the **Larkhall Rail Extension** is not now likely before September (see p7). In its latest report, DETA Select Committee has called for faster process on implementing **integrated transport and land use policies** (LTT 6 May)

**The Borders and the Waverley Route**, E.Bort and C. Harvie (Eds), £3, University of Edinburgh, International Social Sciences Institute.



Improved bus stop information in Edinburgh (see p6) DJ Cook, Publicity Officer, Lothian Regional Transport

**Regional Eurostar Services**, Report by House of Commons DETR Select Committee, HC 89 1999 HMSO £11.50 and government response Cm4314 1999 £1.50 HMSO

**Integrated Transport**, 9th Report of House of Commons DETR Select Committee, A Response to the Integrated Transport White Paper, Vol 1 April, 1999 £12.50 HMSO

**Consultation Document on Transport Safety**, DETR, March 1999 (see p 5)

**From Workhorse to Thoroughbred** : A better role for bus travel, DETR Consultation Paper, April, 1999 (see p 5)

**Transport Trends, 1999**, DETR HMSO £29.50

**Sustainable Distribution**: A Strategy, DETR, March, 1999 £16 from DETR Sales 01709 891318 or on website [www.detr.gov.uk/itwp/susdist/](http://www.detr.gov.uk/itwp/susdist/) points towards a general use of 44 tonne lorries on 6 axles and introduces new measures of transport intensity - comparisons of total tonne kms and GDP and of lorry vehicles kms and GDP (see p 9 and LTT 11 March)

**Travel Choices for Scotland - Local Transport Strategies: Preliminary Strategies** SO Consultation Paper, February 1999 (see p 4)

**NPPG17 Transport and Planning**, SO, April, 1999 **PAN57 Transport and Planning**, SO, April, 1999 (see p 8)

**The Road Ahead : Review of Management and Maintenance of Scottish Trunk Roads**, SO, April, 1999 (see p 5)

**Indicative Forestry Strategies** SO Circular 9/1999, April 1999 - outlines proposals for sustainable forestry, including the potential for using sea or rail transport, instead of roads, for timber transportation (para 24.7)

**Model Planning Conditions** SO Circular 4/1998 Addendum, April 1999 Topics covered include design, landscaping, heritage, noise control and transport. Topics within transport embrace means of access, access for disabled, visibility splays, parking, cycle racks and public transport. Developments should not begin until the details of proposed bus/rail stations or stops within the site have been approved in writing by the planning authority

**PAN56 Planning and Noise** SO April 1999 and SO Circular 10/1999 Planning and Noise April 1999

Aim to prevent and limit impact of noise. Topics include Residential Development and Transport Noise, absolute and relative noise limits, Road Traffic Noise, Noise from Railways, Noise from Aerodromes and Aircraft

**NPPG15 Rural Development** SO February 1999 - categorises rural areas as commuter, intermediate and remote and deals with issues related to rural vitality and sustainable development Para. 45 deals with sustainable tourism and para 49 includes presumption against additions to car commuting and measures to maximise public transport and community run services in remote areas

**NPPG16 Opencast Coal and Related Minerals**, SO March 1999 seeks to minimise adverse impacts of coal and mineral developments  
**NPPG18 Planning and the Historic Environment** SO April 1999

**Regional Transport Partnerships and the National Transport Forum for Scotland : HIE Response**, HIE March 1999

**Transport under the Scottish Parliament** (including response to Regional Partnership and NTF document) April 1999 SAPT, 5 St Vincent Place, GLASGOW G1 2HT

**Surface Access to Airports** (with special reference to Central Scotland), SAPT, April 1999

**Scotland the Sustainable : 10 Action Points for the Scottish Parliament**, Scottish Advisory Group on Sustainable Development, March 1999 Highlights education, transport and energy as key issues and complements parallel report **Scotland the Sustainable : The Learning Process: Action for the Scottish Parliament**. This Group is now dissolved but comments on issues arising should be sent to Derek Bearhop, Sustainable Development Team, SO Environment Group, Victoria Quay, EDINBURGH EH6 6QQ 0131 244 7711 Fax 0131 244 0195

**Travel by Scottish Residents : Some National Travel Survey Results** SO Statistical Bulletin - Transport Series Trm/1999/2 SO March 1999 £2

**Transport Policy Options for a Sustainable Scotland 2000-2020**, SFTE, February 1999 (see p 9)

**Down to Earth : A Scottish perspective on sustainable development** SO 1999 A glossy review of sustainable development issues in Scotland with only 2 pages out of 41 devoted to transport

**Changed Days : Local Agenda 21 in Scotland** SO, COSLA and Agenda 21 UK 1999 another glossy review of Local Agenda 21 running to 140 pages and with contributions from all local councils in Scotland. Transport makes erratic appearances and is not mentioned in most of the council entries.

**Guidelines for Planning for Public Transport in Development**, IHT, 1999 £29 - argues that planning for public transport must be incorporated at an early stage

**Sustainable Renewal of Suburban Areas**, Ove Arup for Civic Trust with financial support from the Joseph Rowntree Foundations, 1999 York Publishing £14.95

**The Walking Class: A guide to Walking to School**, 1999, Pedestrians Association £8 0171 820 1010

**Ayrshire Joint Structure Plan 1999** and related Publicity Statement/Summary (see p8)

**Planning for Fife Pack : Fife Structure Plan Review**, Fife Council, March 1999

**A Transportation Strategy for Aberdeen**, Aberdeen City Council, January 1999 -contains aim of cutting road vehicle miles within Aberdeen by 20% on 1997 levels by 2011 with car modal share to work cut from 53% to 40% (and from 44% to 25% for the city centre). Plan also includes provision for Western Peripheral Road and investigation of workplace charging or local road pricing

**Local Transport Strategy 1998-2001**, Stirling Council, September 1998

**CREATEivity** Newsletter 1 of the Campaign for Rail Electrification Aberdeen To Edinburgh, January 1999 - available from Rab Dickson, CREATE, Aberdeen City Council, St Nicholas House, Broad St., ABERDEEN AB10 1BW 01224 523324 e-mail [create@planning.aberdeen.net.uk](mailto:create@planning.aberdeen.net.uk)

**Roads to accountability : Accounting for transport expenditure, taxes and charges**, Report prepared for AA by Jim Coates, FCIT - argues for sweeping reform of road finance and introduction of transparency, April 1999 - available from AA Public Policy, Norfolk House, Priestley Rd, BASINGSTOKE RG24 9NY

**FTA Road Freight Taxation : The Chancellor's Priorities**, a pre-Budget submission 1999



The Scottish Parliament is now elected with no party having over 50% of either votes or seats. What this means for transport will emerge in the next few months. Prospects range from delay, punctuated by a few 'pork barrel' projects, to a new vision for practical yet strategic improvement. In the election campaign transport was characterised by its absence apart from a flurry of interest in the adverse effects of the fuel tax escalator. Post-election, attention will focus on the reality that many important decisions affecting transport require to be taken. The Parliament will have to decide how far it wishes to apply, or modify, the principles of the Transport White Papers yet strictly limited resources will be available to it. An overriding consideration will be that UK budgets, the Barnett formula and lesser amounts of EU funding will force down the level of Scottish public spending relative to England. With more resources already committed to education, health and housing, a majority vote against tuition fees (requiring other funds to be found for educational programmes) and more restricted opportunities than in England for commercial investment in transport, prospects for transport spending in Scotland seem bleak unless radical change is embraced.

Further cuts in public spending on transport will not be a realistic option. New public investment in transport is already minimal while there is a substantial maintenance backlog and a need for revenue streams to underpin traffic calming, enforcement, safety, social inclusion, environmental education and the annual funding of PFI projects. What then are the options which Parliament should explore? **Firstly**, there is scope to restructure public spending and ministerial responsibilities to give better backing to policy objectives for transport and access. **Secondly**, attention needs to focus on the renegotiation of rail track access charges and the ScotRail and GNER franchises to encourage new investment and modal shift. New private investment and better delivery can also be gained through the detail of Scottish policies for buses, freight and land-use planning e.g. bus and lorry priority lanes, selective Fuel Duty Rebates, developer contributions. **Thirdly**, there is a need for change in fiscal and pricing policies. The public income generated from such policies can be substantial and, given the lack of other funding, there is considerable support for road pricing if most income is earmarked for transport and access.

#### CONFERENCE AND SEMINAR COMMENTS

*(Robert Gordon Rural Transport Conference, Inverness, 26 February; RUCC Quarterly Meeting, Glasgow, 4 March; SAPT AGM, Pitlochry 13 March; CIT/RTPI Joint Conference, Falkirk, 19 March; SFTE Transport Policy Options for a Sustainable Scotland Conference, Falkirk Town Hall, 26 March, Scottish Airports and Air Services Consultations, ERM/Scottish Office, Edinburgh and Inverness, 29 and 30 March; GNER Seminar, Edinburgh, 12 April)*

**Political party views on transport** were presented at the CIT/RTPI and RUCC events. The outcome was that transport spending trailed education, health and housing in party priorities and that, if income from road pricing became available, preference would be given to public transport, walking and cycling along with improved road maintenance and a limited number of road schemes. The Conservatives were the most pro-road party while the SNP and Liberal Democrats favoured early abolition of the **Skye Bridge Tolls** and cuts in **ferry fares and charges** (with Roy Pedersen of HIE providing some fresh thoughts on ferries at the Inverness conference). All agreed on the need for special treatment for rural areas with a review of petrol and derv prices and also on the introduction of road pricing in congested and potentially congested areas though parties were nervous about making the first move. Party thoughts on the content of transport strategies were weaker, either because much thinking has still to be done or because of a reluctance to share the outcome until after the elections. On the evidence presented, Labour and the Liberal Democrats shared the award for moving towards 'joined up' policies aiding short and longer-term efficiency and social inclusion. On the other



Chris Garnett, Chief Executive, GNER and Tom Hart at the recent Seminar in Edinburgh. Photo courtesy of GNER.



Railtrack.

Under the open procedures agreed by the all-party Consultative Group on *Shaping Scotland's Parliament* (SO, January 1999), there is a strong case for Parliament to give early attention both to legislation on road pricing and to research to clarify the actual costs and benefits of transport and develop improved mechanisms for relating pricing to costs, including pricing to reduce congestion. Such action would provide a basis for separating road charges from road taxation and could be part of a UK reshaping of transport charging and taxation in parallel with the promised review of the Barnett formula. As well as covering road issues, this exercise needs to embrace energy taxation (and the use of arising income), air travel taxes and policy related to rail passenger franchising (already giving the Treasury the benefit of reduced annual support and the prospect of rising payments from several franchise holders, including Virgin and GNER). Badly handled, these topics could lead to serious clashes between the **Scottish Parliament** and the **UK Treasury**. They require careful and public debate in an orderly agenda for change but, for the present, MSPs on the Mound are likely to take their own initiatives on road pricing legislation while clarifying with the Treasury their ability to authorise selective Fuel Duty Surcharges and Rebates and other pricing measures within Scotland without prejudice to the block grant payable under Barnett.

hand, though billed as dealing with **transport and planning**, there were reservations that the CIT/RTPI conference had been more concerned about transport than planning, revealing disagreements on the extent, nature and practicality of means of linking transport and planning policies to reduce traffic growth while aiding competitiveness.

At the RUCC and GNER events, the Scottish Office emphasised the intent to achieve full integration of policies, including actual transfers from cars to public transport and from lorries to rail and water modes. GNER outlined its record of improving service quality and passenger numbers but some of this had been **traffic generation** rather than modal shift. Similar evidence of air traffic growth and of the need for further action to ensure that Scotland and the Highlands and Islands were not disadvantaged was presented at the **air services** seminars. Professor Phil Goodwin, keynote speaker at the CIT/RTPI conference and principal government advisor on transport policy, stressed the central importance of policies to reduce growth in movement - i.e generated movement - and secure modal shift and shorter trips. He saw **road pricing** (with redeployment of the substantial arising income) and **land use policy** as central to this change and also argued that the principal new feature of policy in the next five years would be **action to moderate air traffic growth** as part of international programmes for cuts in greenhouse gas emissions. With both GNER and ScotRail now taking a keen interest in **franchise extension** and the new emphasis on **improved surface access to airports**, recent seminars and conferences signal interesting policy developments on rail franchises, rail track investments and surface access to airports as a means of encouraging shifts in modal share.

These issues also arose at the **SFTE Falkirk conference**, focusing on transport scenarios for a sustainable Scotland over the next 20 years. Speakers included Tom Hart (as Convener of SFTE), Vernon Murphy (CBI), Neil Greig(AA), John Scott(COSLA) and John Markland (retiring Chair of the Scottish Advisory Group on Sustainable Development). As with the political parties, there was agreement on changed direction in transport policies - particularly on issues such as differentiated road pricing (replacing the Fuel Tax Escalator), transparency, a higher quality public transport network and shifts away from major road schemes. The scale and means of feasible shift caused greater debate. Vernon Murphy made a special case for completing the M74 through south Glasgow but David Spaven, *TRANSform* Scotland, argued that corridor studies and policies for road traffic reduction made nonsense of plans for the M74 (see STR ISSUES 2 & 3 and p 8).

## EU

Under the Amsterdam Treaty, the **European Parliament** gains powers to amend and in the last resort reject three-quarters of all legislative proposals coming out of Brussels - including policy as varied as transport and regional aid (Herald 1 April) EU is unlikely to bow to pressures to delay **the abolition of duty-free** within the EU from 1 July. An English court judgement has ruled that **airport landing slots** should be openly traded though it is less clear who would gain from arising income. This is in conflict with EU views that slots should not be traded (Financial Times 26 March)

## UK Budget 1999

The principal changes affecting transport were:-

- increases in road fuel tax above the rate of inflation with unleaded petrol up 3.79p a litre and derv (unless ultra low sulphur) up 6.14p a litre
- road tax on cars below 1100cc (about 8% of cars) cut to £55 from 1 June and cut by £1000 for clean lorries with subsequent excise variations to encourage cars with lower CO2 emissions
- a business energy tax from April 2001 (details subject to further consultation)
- tax-free benefits for employees from employer run or employer subsidised buses, car sharing and other environment-friendly access to work
- removal of business incentives to drive more miles
- cumulative increases in landfill tax and a 1% cut in corporation tax (Herald 10 March)

In related statements, **Scottish trunk road spending** was increased by 5.9% to £186 m in 1999-2000. £110m of this is allocated for repair and maintenance, £31 m for safety, information and minor works and £45 m for new schemes. Health and education remain the preferred priorities for extra spending.

Political party reactions generally supported these priorities and the view that extra funding for transport should come from a combination of the private sector and earmarked sources of congestion related road pricing skewed towards public transport improvement. Only the Scottish Conservatives oppose road pricing, arguing that road users already pay more than enough in taxation. On the other hand, when pressed, Conservative spokesmen have conceded that some kind of urban road pricing is probably inevitable. The most prominent reactions to the Budget were from rural areas seeing themselves as doubly penalised by blanket increases in taxation which could hit industries such as agriculture and forestry especially hard compared to competitors. An AA survey indicates that pre-Budget **average petrol and derv prices in Scotland** were the highest in Europe (at **66.6** and **67.9p** per litre compared to 59.82p (for both) in Ireland, 57.69/41.73p in Germany and (lowest of all) 45.96/36.46p in Greece) (Scotsman 5 March) The haulage industry as a whole has been prominent in opposing the arbitrary nature of the high increase in diesel costs (with the concession for 'clean' vehicles being absorbed by the direct extra costs of running such vehicles) and pressing for compensatory measures such as Fuel Duty rebates for essential lorry movements (as already applied to local buses) and the introduction of lorry priority lanes and parking policies assisting loading and unloading. Some Scottish-based international hauliers are contemplating registration in continental Europe though government has argued that the net gain of this is less than many firms expect due to higher taxes on labour and other costs (Freight, FTA Journal, April 1999; Herald 2, 18, 22 & 24 Feb; 12, 19, 20, 23, 25 & 31 Mar; 1,9,12 & 13 April; Scotsman 5 & 18 Feb; 10 & 12 March)

Rather than political hype, there is clearly a need for greater transparency in the argument on transport costs and benefits, related not just to Scotland but to the varied conditions in Scotland. Fuller information on this issue is essential for rational debate and greater efficiency encouraging both competitiveness, quality of life and sound growth in the medium to longer term. These issues have been examined in the recent AA report on **Roads to Accountability** (see p 22) and the SFTE Report on **Transport Policy Options for a Sustainable Scotland** (see p 9) but there is a need for expansion of Scottish Executive and independent research in this area to inform thinking, and improve understanding of the issues, by the Scottish Parliament and by business and environmental groups. At present, it seems that the new UK energy tax will apply to business other than road transport as one of government's instruments to meet the Transport White Paper targets of a 20% cut in greenhouse gas emissions by 2010. However, there is a case for a more general **Energy Tax** as part of a systematic policy review replacing the **Road Fuel Tax escalator** with more widely differentiated transport charging which takes account of external costs on particular corridors and areas while ensuring no worsening of congestion. This Review could also build practical links between **Transport and Planning** within the principles set out in recent guidelines and advice (see p 8). It is significant that the last report from the **Scottish Advisory Group on Sustainable Development** (see p 22) sees transport and energy, as well as education, as key issues for sustainability, increasing efficiency and social gain.

## Regional and Local Transport Strategies in Scotland

The SO has issued a consultation paper on **Local Transport Strategies : Preliminary Guidance**, February 1999 (responses to Brian O'Donnell, The Scottish Office : Development Department, Transport Division 1, Area 2-D, Victoria Quay, EDINBURGH EH6 6QQ by **Friday 30 July** (e-mail brian.o'donnell@scotland.gov.uk) This incorporates advice on road traffic reduction and local targets, distinguishing the differing conditions in cities, larger towns, smaller towns, rural and remote communities and island communities. The greatest prospects for traffic reduction are seen in cities and larger towns. Policy links with Land-use Planning, the Environment, a Sustainable Economy and Social Inclusion are discussed. Local authorities are invited to produce interim Local Transport Strategies by **30 July 1999** and fuller strategies to 2003/04 by **31 July 2000**. Advice is also given on broad brush modelling of the impact of measures to reduce traffic.

The SO is now collating the many responses made to the previous consultation on **Regional Transport Partnerships** and the **National Transport Forum**. Several responses have not yet been made public but there is recognition of the need to place Local Transport Strategies in the context of integrated Transport and Planning Strategies for wider areas. The main dispute is over whether the wider strategy should come directly from the Scottish Executive or whether some intermediate area is required - ranging from the special features of the Highlands and Islands to the Joint Structure Plan areas already identified in other parts of Scotland. Comment has also raised the **importance of the financial arrangements paralleling structural changes**. There is still caution, both at the Scottish Office and local government levels, about moving from partnerships to a statutory basis for transport and planning at regional level but, without this, there is a danger of weakened progress on the strategic action required to deliver integrated transport. The immediate prospects are for a settling-in period under the Scottish Parliament, with voluntary partnerships being encouraged by making grant awards dependent on evidence of inter-authority collaboration (including LECs and tourism agencies). Early legislation may give **enabling powers for road**

have been made from property development while port tonnage rose by 1.6 m to 53.7 m tonnes (including Tilbury) Cruise ship visits to Leith and Rosyth rose substantially while mixed steel traffic at Grangemouth was up 50%. However, container traffic suffered from the whisky downturn (Herald 23 March)

**ABP**, including the ports at Ayr and Troon, has announced a 4.7% rise in pre-tax profits. Shares slipped 3p to 262p. Electronic fish auctions are to start at Troon later this year in addition to the new Seacat service to Belfast. Record cruise ship visits to Ayr are expected though coal traffic at Ayr has fallen (Herald 24 Feb)

**Clyde Shipping** is recasting as an equipment supplier to the yacht and powerboat sector (Herald 12 March)

The main changes in public sector transport appointments have been completed. **Sir Alastair Morton** has been appointed as Chairman designate of the Strategic Rail Authority. **Mike Grant** will be the new Rail Passenger Franchising Director, replacing **John O'Brien**. Scottish lawyer **Tom Winsor** is replacing **Chris Bolt** as Rail Regulator and **Prof. David Begg** has been appointed Chair of the Commission for Integrated Transport for a three-year term. He has given up his position as an Edinburgh councillor and Transport Convener but retains his academic role at Robert Gordon University. Railtrack Chair, **Sir Robert Horton**, will retire later this year.

Appointment of the former ScotRail boss, **Chris Green**, as the new Chief Executive of **Virgin Trains** (replacing Brian Barrett) has raised high expectations for large improvements in Virgin performance. **Ivor Warburton** has left as Director of Business Development. Virgin has signed a £1.25 billion deal with the Royal Bank of Scotland train leasing subsidiary, **Angel Leasing**, for 53 high-speed tilting trains for WCML (Scotsman 18 Feb) Railtrack has appointed **Tony Fletcher** as WCML Project General Manager and **Jim Douglas** is the new Railtrack Scotland Production Manager, replacing Derek Holmes who has moved to a similar position in the Railtrack Great Western Zone.

The loss-making rail rolling stock builder **Adtranz** is to be taken into sole ownership by Daimler/Chrysler

**Neil Renilson**, formerly of Stagecoach, is the new Chief Executive of Lothian Regional Transport

**Derek Halden** has taken over from David Begg as STSG Secretary. **Dr Andrew Forster**, Senior Research Fellow at Robert Gordon University has become Scottish correspondent for 'Transit' and 'Local Transport Today'

**Dr John Markland**, retiring Chief Executive of Fife Council, is the new Chair of SNH, taking over from Magnus Magnusson. **Douglas Sinclair**, Chief Executive of COSLA, is moving to be Fife Chief Executive.

**Neil Greig** has replaced Fraser Hutchison as AA Public Policy Officer in Scotland as a consequence of two former jobs being merged into one post.

**Prof Duncan MacLennan**, Director of the ESRC Centre for Housing Research and Urban Studies at Glasgow University, has gained the added appointment of Director of the ESRC-funded Programme on Cities, Economic Competition and Social Cohesion (see also p19 and 20)

**Douglas Macbeth** has been given a Personal Chair of Supply Chain Management at Glasgow University

**Graham Greaves** has vacated his post as CIT Chief Executive and **John Kinley** will be Acting Chief Executive pending decisions after the June merger of CIT and the Institute of Logistics and Distribution Management

**Graham Whiteley** has moved from the Dumfries and Galloway Council transport unit to be Public Transport Co-ordinator with Cumbria Council.

**Fife Council** is seeking to appoint a Transportation Marketing Officer as part of plans for sustainable transport. Principal duties will relate to the Millennium Cycle Ways Project

**Alan Shepherd** has taken up post as secretarial and liaison assistant for the Association of Transport Co-ordinating Officers(ATCO). He operates from his home address at Arcadia, Cambushinnie, DUNBLANE FK15 9JU Phone/fax 01786 825033 e-mail alshep@talk21.com The Scotland representative on the ATCO committee is **Andrew Warrington**, Roads, Transport and Architectural Services, Perth and Kinross Council, 5 Whitefriars Cres., PERTH PH2 0ZA 01738 476530 Fax 01738 476510 e-mail awarrington@pkc.gov.uk. **Trond Haugen** is the contact on the ATCO Information and Ticketing Sub-committee, Fife Council, North St, GLENROTHES, Fife KY7 5LT 01592 413106 Fax 01592 413061 e-mail pinfo@compuserve.com

## Publications, continued from page 22

**Fair Play on Fuel**, Road Haulage Association, 1999

**Fair Payment from Road Users?** ETA 1999 - puts health costs of road transport at £11.1 billion a year

**All Aboard: A Review of Local Transport and Travel** (in England) outside London, Audit Commission, 1999 suggests that local councils have had a disappointing record in targeting and monitoring transport policies (LTT 8 April)

**1999 Network Management Statement for Scotland**, Railtrack, March 1999 (see p 10 & 11)

**Rail Freight Handbook 1999** - available from Rail Freight Group, 6 Buckingham Gate, LONDON SW1E 6JP

**Highway Code**, revised edition 1999 HMSO £1.49 - highlights dangers of drugs and driving and use of mobile phones when driving and gives advice on improved lane discipline and use of in-car electronics

**Van Drivers' Handbook** FTA in association with Ford, March 1999 £3.50 provides useful advice for van drivers on the law, safe use of vehicles, parking, loading and unloading, drivers' hours, theft prevention

J Gattorna(ed) **Strategic Supply Chain Alignment**,1998 680 pages, Gower £75

**SEPA Corporate Plan 1997/98 to 2000/01** - available from SEPA at Erskine Court, Castle Business Park, STIRLING FK9 4TR

F Vellas, L Becherel **The International Marketing of Travel and Tourism**, Macmillan, May 1999 £47.50 hardback £21.99 paperback

**Tomorrow's Tourism**, 1999 Dept. of Culture, Media and Sport www.culture.gov.uk seeks to promote sustainable tourism and greater use of public transport (LTT 11 March)

**Guidance on Airport Transport Forums and Airports Surface Access Strategy**, available from Mike Porter, DETR 0171 890 3419 (see p 5)

R C Porter **Thinking Economically about Cars and Drivers**, Academic Press, 1999 £39.95 examines the direct and external costs of cars and car use and raises questions about the ways markets work

**Transport Infrastructure in ECMT Countries : Profiles and Prospects** (plus Annex with Maps), ECMT, 1998

**Report on the Current State of Combined Transport in Europe**, ECMT, 1998

**The Scottish Office : National Roads Directorate** is to be reorganised with a 10% cut in staff to 103. The 3 current Divisions will be cut to 2. **Jim Innes**, Director of Roads, and **Ian Ross**, Assistant Chief Engineer, have taken early retirement and **John Howieson** moves to the new post of Chief Road Engineer

SO has placed advertisements for the appointment of an Auditor **General for Scotland** on a salary up to £100,000. This will be a Royal appointment on the nomination of the Scottish Parliament

In Labour's pre-election team, **Sarah Boyack**, Planning Lecturer at Heriot-Watt University and Convener of RTPI in Scotland, was appointed transport spokesperson

**Liz Holt**, a former Scottish Office civil servant, is to replace **Ken Munro** as the EU Scottish representative in Edinburgh. **George Calder**, also a Scottish civil servant, is to head the new Scotland House in Brussels

**BAA** has announced a 6% rise in nine-month profits raising the share price by 42p to 765p. Passenger numbers were above expectation and airport retailing had stayed strong. Future profits could be affected if the abolition of European duty-free takes place on 1 July (Scotsman & Herald 2 Feb)

**John Menzies** has won a major, five-year baggage handling contract at Heathrow (Herald 9 Feb) but **British Midland** is to close its engineering facility at Glasgow Airport with the loss of 46 jobs (Herald 2 March) John Menzies has acquired **Execair** which handles various airport services at Edinburgh, Glasgow, Aberdeen and Birmingham (Herald 1 April)

**British Regional Airlines** (operating franchised services under BA livery from smaller UK airports) is forecasting profits above expectations with share prices rising 10.5p to 80.5p (Herald 30 March)

**PDG Helicopters** of Inverness has received a £1.6 m capital injection from **Clydesdale Bank Equity** - the company now has 16 aircraft and specialises in contracts other than off-shore oil work. Expansion is envisaged in Ireland and Chile (Herald 4 Feb) Clydesdale Bank Equity has also purchased a minority share in the Lancashire-based logistics specialist, **Road and Sea Express** (14 March)

## Research Digest. (Continued from page 19)

Current activity is directed towards a 'baseline' study of economic, social and institutional change in the Central Belt with particular reference to the period since 1980. This Report will be published in June and will be accessible and aimed at a wide audience. It analyses underlying processes or mechanisms through which change is occurring and identifies issues requiring further research and understanding. Comparisons will be made between the broad city regions of Glasgow and Edinburgh, and between cores and surrounding areas, including the new towns. The development of the strategic planning system and transport network, and their roles in promoting economic competitiveness and social cohesion are addressed. The remainder of the work will be carried out over the next three years and is organised around eight linked projects. These are concerned with understanding changes in infrastructure, employment patterns, economic development, social inclusion, housing/neighbourhoods, the quality of the environment and the structure and policies of government.

Analysis of the development of transport and land use strategies is central to a number of the research strands. Work in Glasgow on the *Asset Requirements of a Competitive Economy* will investigate to what extent government policy has shaped or reflected industry's locational choices, including greenfield development. *The Planning and Production of Urban Infrastructure* project team at Heriot-Watt will analyse the real impacts of the structure and aspirations of the

**Stagecoach** has taken over Citybus in Hong Kong but has failed (along with First Group) in bids to be selected for rail and tram operations in the Melbourne area. Two bids for foreign airports, Skavsta (Sweden) and Wellington (New Zealand) have also proved abortive (24 Feb & 19 March) **Matthew Hudson** has quit as Chairman and board member of Stagecoach Aviation at Prestwick. **Sir David McNee** has also left the Board which will now be chaired by **Mike Kinski**, Stagecoach Chief Executive. Matthew Hudson has moved to Florida but has been appointed a visiting professor at Glasgow University on aviation and shipping links as wealth creators (Herald 24 February)

**First Group** is advertising for six new appointments as part of a restructure of First Glasgow into three operating divisions (Herald 20 April) and has spent £10.6 m in acquiring the **GAG** bus group in Devon, Somerset and Cornwall (Herald 9 April) First Group annual turnover has doubled to £1.5 billion in the past year and **Tom Osbaldiston**, Finance Director, has gained the award of top finance director in Scotland's publicly quoted companies (Scotsman 13 Feb)

**Go-Ahead Group** has reported a 21% rise in interim pre-tax profits, moving shares up 41.5p to 806.5p. Good profits are reported on both rail franchises and bus operations though, as yet, the group has no operations in Scotland (Herald 27 Feb)

**Rapsons Coaches**, Scotland's largest independent bus operator, has acquired the Shetland/Orkney-based **Shalders Coaches**, raising the fleet from 160 to 200 vehicles (Herald, 13 April)

**Alexander**, the Falkirk-based bus body subsidiary of Mayflower is hopeful of a major deal for bus orders to USA. The company employs 1050 and achieved 60% of sales overseas in 1998 (Scotsman 3 March)

**Clydeport** is on track for record profits helped by the property sector and large rises in coal sales through Hunterston. Ferry developments are planned and two road hauliers have been acquired - Dumbarton Gray Brothers and Renfrewshire based James Craig Transport (to be renamed **Clydeport Transport**) (Herald 5 Feb, 16 April & SOS 14 March)

**Forthport** pre-tax profits have risen 27% to £31 m. Substantial gains

strategic planning system and actual planning decisions on economic competitiveness, social cohesion, quality of life and future sustainability of central Scotland's cities. Further work in Edinburgh on the impact of *New Housing Provision* will include consideration of the effects on city-wide transport provision and urban form of various types of modern residential development. For further information, contact Ivan Turok or Ian Docherty, Dept. of Urban Studies, Glasgow University, GLASGOW G12 8RS 0141 330 3668.

**Transport Options for a Sustainable Scotland, 2000-2020 : An Assessment of Three Policy Scenarios**, A Report by the Scottish Forum for Transport and the Environment with finance from SNH, SEPA and WWF(Scotland) - see review at page 9 and comments on follow-up conference on page 3.

**Walking Survey** This survey of 2000 people by System Three found that most were willing to walk more but 32% said that nothing could tempt them away from car use. Survey also showed that 63% of children walked to school, 21% used public transport or school buses and 15% travelled by car. Improved pedestrian facilities, reduced traffic and improved perceptions of safety were found to be the main factors influencing more walking in addition to majority views that it was healthier to walk (Herald 1 March)

(For TRI Research and Personnel, see inside rear cover)

**pricing** with further statutory action following if progress towards Scottish goals is frustrated. Several responses have favoured abolition or a substantial reduction in size for the **National Transport Forum** - possibly replaced by innovative committees of the Scottish Parliament with a regional dimension and including some external representation. Such committees could be assisted by the expertise of a **Scottish Transport Commission** with no more than 12 members and close links with the **UK Commission for Integrated Transport**. HIE has floated this concept in association with a statutory Transport Authority for the Highlands and Islands making arrangements with local authorities and others for the delivery of transport services. This, however, would require radical change in existing arrangements (largely centralised on Edinburgh and London but divided by mode) for supporting Highlands and Islands transport services. It would involve a devolution of funding responsibilities which could lead to local tensions if previous patterns are altered e.g ferry and air route variations and possibilities of buses substituting for some rail services (as mentioned in the 10-23 March and 24 March/6 April issues of 'Rail' magazine). Yet transport policy needs to be about shaping strategies and networks for future needs and opportunities rather than fossilising patterns from the past. The **HIE** area, and the **Edinburgh** area for road pricing, may well turn out to be a pilot areas for change while the progress of partnerships is observed and monitored elsewhere in Scotland. Much will depend on the aspirations and inclinations of the newly elected MSPs and local councillors.

**Rail and Bus Policies** In implementing measures for integrated, sustainable and socially inclusive transport, major differences of approach remain in rail and bus policy. The rail summit on 25 February and completion of an all-change of top personnel at the rail regulatory and franchising offices (see p 21) made it clear that the UK government is determined to use existing legislation, and subsequent legislation setting up the **Strategic Rail Authority**, to ensure improved rail performance and continuing reduction in central government financial support for the rail system. The strategy is to use revisions of franchising and fiscal/planning policy and potential changes in rail track access charges to drive up private investment in the rail system with options for further funding from locally or regionally controlled road pricing. The crucial problem is ensure that this strategy does not, in practice, slow or contract existing levels of investment. In Scotland, many decisions on this strategy will now rest with the **Scottish Parliament** and pressures for extra public funding for rail are likely to be higher due to lesser congestion and lesser scope for commercial rail schemes than in England. On the other hand, **ScotRail** and **GNER** have the best records of existing franchise companies and have indicated a strong interest in early decisions on franchise extensions linked to additional commitments for investment and improved services (FT 26 March; Independent 12 April; Herald 2, 12 & 26 Feb; Scotsman 2 & 26 Feb)

In the bus sector, government policy is opposed to extension of detailed franchising on the London model and relies instead on voluntary **'quality partnerships'** between local authorities and bus companies with minor regulatory changes and use of grants (eventually increased from the proceeds of road pricing and parking levies) to promote practical integration and social inclusion. Local councils are expected to use traffic management powers and land use policies to assist bus operation and improved networks. Increased emphasis has also been placed on **developer contributions** to improved services as a condition of planning permission. As a reserve power exercised only with ministerial permission, proposals are made for **quality contracts** allowing councils to put selective routes out to competitive tender. More immediately, provision is made for quality partnerships to be enforced in ways ensuring the removal of low quality operators from quality corridors. Another important change, which needs to be squared with the new Competition Commission, is that local councils

should be empowered to pay operators to provide subsidised journeys in excess of those provided on a purely commercial basis. This power could help align services with the networks and shifts in modal share desired for social, city centre and area development reasons. The one similarity with rail is that, in the longer run, opportunities are seen for reducing central government financial support for buses, including reductions in the Fuel Rebate for local buses made possible by rising income from increasing patronage. In the shorter term, the Traffic Commissioners will have more power to deprive operators of up to 20% of Fuel Rebate if services do not run to specified standards. This is an interesting innovation but would be more effective if rebate was restricted to local services meeting specified national standards for ticketing, quality of vehicle, information and quality of interchange. (Herald 24 March and 'Buses' May 1999 p6-7; LTT 8 April). The way forward has been outlined in the consultation paper **From Workhorse to Thoroughbred : A Better Role for Bus Travel**, DETR, March 1999 (available from DETR free literature, PO Box No 236, Wetherby LS23 7NB 0870 122 6236 Fax 0870 122 6237 - also on DETR website <http://www.detr.gov.uk>. Responses should be sent by 25 June 1999 to David Gray, Bus and Taxi Division, DETR, Great Minster House, 76 Marsham St, LONDON SW1P 4DR Fax 0171 676 2279 e-mail on buses@detr.gsi.gov.uk What happens in Scotland will largely be a matter for the **Scottish Parliament** though the new **Commission for Integrated Transport** is likely to intensify pressure for realistic integration of bus,rail, ferry and air services with easier opportunities for car/public transport interchange.

**Transport Safety** DETR published a consultation paper on **Transport Safety** in March. Responses should be sent by 14 June 1999 to the Transport Safety Review Team, DETR, 1/26 Great Minster House, 76 Marsham St., LONDON SW1P 4DR 0171 890 6670 e-mail [tsr@detr.gsi.gov.uk](mailto:tsr@detr.gsi.gov.uk) The Review covers GB only and invites comments on proposals, as recommended by the DETR House of Commons Select Committee, for a new independent authority on transport safety.

**Airport and Air Services Policies** In work leading up to a new White Paper on Airports and Air Services Policy, DETR has published draft guidelines for increasing the share of public transport in access to airports in England. Proposals are also made for funding assistance by a surcharge on airport parking. A separate Scottish document is anticipated (LTT 8 April) See also p 3 for Scottish air services comment.

**Roads Policy** SO National Roads Directorate has published a consultation paper on **The Road Ahead : A Review of the Management and Maintenance Arrangements for Scottish Trunk Roads**, April 1999. This reviews options from 1 April 2001 when existing maintenance contracts end. Responses should be sent by 30 June 1999 to John Gooday, Network Management Division, NRD, Victoria Quay, EDINBURGH EH6 6QQ 0131 244 0464 The full review of the road programme is not now expected until later in the year. IHT has called for simpler and more workable proposals for **workplace parking levies**, applying to all parking rather than to designated commuting spaces (LTT 22 April)

**Transport and Planning** See p8. For other SO publications affecting transport, see p22.

**Local Policies and Action** **SPT** has been able to make limited improvements in its capital programme by gaining SO consent for a further £3 m of direct capital borrowing; raising the programme to £7.2 m but still well below the requested level of £16 m (LTT 11 Feb & 22 April) An independent panel, chaired by Edinburgh University Principal Stewart Sutherland, has been brought together to advise **Edinburgh City Council** on transport. Members include FTA, AA,

## EXTERNAL

**AIR Tyrolean Airlines** is operating the first direct scheduled flights from **Edinburgh to Vienna**. **British Regional Airlines** has introduced three daily flights from **Edinburgh to Paris** and **Air France** has tripled Edinburgh-Paris flights to 3 a day. **Edinburgh-Frankfurt** flights (by Lufthansa and British Midland) now operate twice daily. Frequency from **Edinburgh to Zurich** has been increased and a new twice a week service to **Basle** has started. International seat capacity from Edinburgh in summer 1999 will be 60% up on 1998. **easyJet** is to set up a fourth UK base in **Glasgow** and sees Glasgow as having the best prospects for extra flights. **Suckling Airways** has replaced **KLM uk** services from **Glasgow to London City**, increasing frequency to 4 a day. **Air France** has introduced thrice daily non-stop services from Glasgow to **Paris** and a weekly scheduled service to **Paphos** is now operating. **Continental Airlines** has increased capacity on its transatlantic service from Glasgow and total summer seat capacity from Glasgow on all scheduled routes is 25% up on 1998. **Cancun** (Mexico) and **Las Vegas** have been added as summer destinations from Glasgow (Herald 3 April) **Ryanair** plans to expand services from **Prestwick** to include **Scandinavia, Italy and Germany**. The **Prestwick-Paris (Beauvais)** service is being increased to twice daily (Herald 24 Mar) but **Federal Express** has threatened to pull out of air cargo services from Prestwick unless an open skies deal is agreed with the US (Scotland on Sunday 14 Mar) **Aberdeen** now has a 6 times a week service to **Oslo** and service frequency to **Amsterdam** has also been increased.

**SHIPPING** The new **Seacat** service from **Troon to Belfast** is now operating with a related cut in services to **Stranraer**. The high-capacity **Stena HSS Stranraer-Belfast** service remains at Stranraer but, though absolute volumes on the short-crossings to Ireland from Loch Ryan are still rising, there has been greater growth on other longer-distance shipping links - notably from **Dublin to Liverpool** (Herald 16 Feb)

**RAIL** Summer will see minor increases in the capacity of **GNER** ECML services to Edinburgh with shortage of rolling stock and track capacity becoming an increasing problem. **Virgin WCML** and Cross-country services are also marking time until the delivery of new rolling stock from 2001. **Virgin** has introduced ticket booking via the Internet. Surrey entrepreneur, Graham Steele, has restarted **Motorail** services from London to Edinburgh, Glasgow and Inverness with a further service planned to Aberdeen. Passengers will be carried mainly by air while their vehicles move by rail. Initial high fares for Motorail have been reduced but it will remain a niche service forecast to carry 20,000 vehicles a year by 2001 (Herald 30 Mar. & 19 April). ScotRail has announced a £7 m upgrade of sleeper services and the Fort William sleeper will arrive in London at 9.43am with a 42 minute saving in trip times. **Anglo-Scottish rail freight** continues to rise, including use of the Settle and Carlisle route for both daytime and night traffic. Fertiliser deliveries from England to Lugton (East Ayrshire) have resumed and grain traffic has started at Arbroath.

## INTERNAL

**FERRIES** The future of the **Invergordon-Kirkwall** service, introduced by **Orcargo** in 1992, is in doubt following the refusal of financial assistance from **Orkney Islands Council** and the liquidation of the company. Central government policy has been to concentrate subsidy on the P&O services from Aberdeen and Scrabster (Herald 9 April). Shetland Islands Council is considering economy measures reducing Bluemill Sound ferries from two to one. **Fetlar**, with 95 residents, is claiming that this could devastate the fragile island economy (Herald 1 March) **Caledonian MacBrayne** considers that finan-

cial savings and other gains may be made by moving the Outer Hebrides terminal on Skye from **Uig to Dunvegan**. The company has also ordered two new ferries, a £5.5 m vessel for the **Small Isles** route from Mallaig and a £15 m vessel for the **Skye-Outer Hebrides** route (Scotsman 2 and 19 Feb)

**RAIL** ScotRail has ordered a further 9 Turbostar diesel trains to improve services on the **Glasgow-Edinburgh-Aberdeen** triangle with the option for some services also to run to **Inverness**. 15 Turbostars are already on order. The three-coach, 100 mph 200 seat trains will increase capacity and cut journey times (Herald and Scotsman 25 Feb) The first new electric multiple units for express **SPT** services are expected to arrive in May, coming into service later in the year. Passenger groups on the **Dunbar** line and in **rural Clydesdale** and **Annandale** have been campaigning for improved rural services and reopened stations as part of commitments to social inclusion. It has been suggested that ScotRail, rather than GNER or Virgin, could be the most suitable operator for such services (Scotsman 16 Feb) For other rail projects, see p 7,10 and 11.

**BUS** Initial grants from the **Public Transport Fund** will support substantial bus priorities in **Glasgow** and **Aberdeen** plus other bus projects (see p12,13 and 16). Phase 1 of a joint **First Aberdeen/City Council** project to introduce real time bus information has been completed and, in **Edinburgh, First Group** and **LRT** have reached agreement on joint ticketing in the evenings and on Sundays (LTT 11 Feb) £0.5 m award from the Scottish Office **Rural Transport Fund** has been divided between 22 rural community transport projects and £35,800 has been awarded for a Rural Transport Officer in **Badenoch and Strathspey** (LTT 11 Feb) **LDA, South Lanarkshire Council** and **EU Social Fund** is financing new bus links from Cambuslang to improve access to jobs in **Mossend** and **East Kilbride** (LTT 11 March)

**QUALITY OF SERVICE ISSUES** **Edinburgh** has seen local controversy on the possible adverse effects of a total car ban in **Princes St** on surrounding areas in the New Town. Edinburgh City Council is keen to press ahead with this project and link it with efforts to reduce traffic overall in inner Edinburgh while improving bus quality and park+ride (Herald 9,10,11,16 & 17 Feb) The first **Edinburgh Car Club** has been launched in the Marchmont/Sciennes area of the city with £230,000 of support from the City Council, DETR and the Scottish Office. The scheme is likely to be most attractive to 2/3 car families cutting back to one car plus car club use. 500 members are expected within a year and **Aberdeen City Council** has expressed interest in a similar project. The scheme is operated by **Budget**, the car rental firm (LTT 8 April) A '**Parliament City Hopper**' bus shuttle is planned between St Andrew Square, Waverley and the new Parliament with a potential subsequent extension of CERT to the Parliament (Herald 31 March) See inside of rear cover for clear information now being provided by LRT at **Edinburgh bus stops**. The **SE Scotland Transport Partnership** (SESTRAN) has also produced a comprehensive **Public Transport Map and Guide** while **Manchester** has gone a stage further in producing new diagrammatic maps highlighting rail services with at least 2 trains per hour, tram and bus routes with a frequency of at least 6 per hour and relevant interchange points (LTT 25 March) Pressure is growing for **action to reduce speeds** and secure other safety improvements throughout the road network, including 20 speed cameras on the A68 between Dalkeith and the border and other route action on the A90 between Perth and Dundee (LTT 11 March; Herald 17 Feb, 4 March & 13 April) The SO **Rural Petrol Station Scheme**, administered by HIE, has given grants of £124,000 to safeguard filling stations on the remote Ardnamurchan peninsula at **Kilchoan, Ardgour and Strontian** (Herald 5 Feb). For comments on rural petrol/derv prices, see p 4.

**EU Transport Programmes** As part of transport programmes to promote safety and sustainability mobility, EU is offering to co-finance programmes relating to:-

- promotion of safety, consumer protection and the environment
- exchange of information (including assessing means of funding)
- collating data in all transport sectors
- rail revitalisation and liberalisation
- future requirements in aviation and short-sea shipping
- interoperability and information on Trans-European Networks
- positional networks and intelligent transport
- transport for those with restricted mobility
- training users and policy-makers
- long distance cycle routes

Proposals under this programme may be submitted at any time in 1999. See European Information Service, Issue 198, March 1999 p53 and EU Internet site: <http://europa.eu.int/en/comm/dg07/index.htm>

**Eurostar Services north of London** Government has placed five firms on the short list for this study - Arthur D Little, Booz Allen and Hamilton, Colin Buchanan and Partners, Price Waterhouse-Coopers and W S Atkins (LTT 22 April, see also p10 and 11)

**Railtrack Investment** A report by Booz Allen and Hamilton, commissioned by the Rail Regulator, criticises Railtrack for short-termism at the expense of the long-term condition of the network. In response, Railtrack argues that the 1999 Network Management Statement includes enlarged longer-term schemes and that further expansion could be secured through new incentive based track access charges (LTT 22 April). See also page 10 and 11.

**Audit Appraisals** NAO is to investigate the effectiveness of the Rail Regulator's supervision of Railtrack (LTT 11 Feb) but has concluded that arrangements for the sale of Railfreight Distribution secured the best available option (NAO report published by HMSO, £10.15) NAO report on the M74/M6 PFI contract has concluded that better value could have been gained if tenderers had been given the option to consider a 4 lane motorway (2 in each direction) but that SO had specified 6 lanes. Failure to integrate the project with construction of the linking motorway from Carlisle to Gretna had also involved penalty costs and government had exaggerated the savings from a PFI approach. Savings were likely to amount to £7 m rather than £17 m. Nevertheless, the scheme did offer net gains (The PFI : The contract to complete and operate the A74(M)M74 in Scotland, NAO Report, HMSO £10.15)

**Road Pricing** Mike Goodwin, DETR Charging Unit, has reported that initial road pricing is almost certain to be cash or paper based though electronic pricing systems would be needed for inter-urban tolls. Apart from lorries, it was unlikely that systems would need to be fully compatible with those operating in continental Europe (LTT 8 April)

**Mitigation of the Effects of Road Construction on Sites of High Ecological Interest** TRL Report 375 on this topic (Price £50) suggests that in only 3 of 14 schemes studied were mitigation measures successful

**Home Shopping Study** by Kurt Salmon Associates says large retailers should expect 40% of business to be home based by 2001 (LTT 8 April)

**Workplace Parking Levy** TRL survey of 112 firms in the four Scottish cities for CIT/RTPI in Scotland has found that employees expect workplace parking levies to have little impact on numbers of parking spaces.

**Kincardine Bridge** SO is to commission further study of a second crossing at Kincardine

**Social Inclusion in Rural Areas.** SO has commissioned Prof. Mark Shucksmith of the Aberdeen University Rural Development Research Centre to report on the implications of rural car dependency on social inclusion programmes for rural areas (LTT 11 March)

**Access to Scottish Parliament** Oscar Faber has reported to SO and Edinburgh City Council on access to the Scottish Parliament. Likely action is an initial shuttle bus followed by extension of CERT to Holyrood via a ramp through Waverly Station.

**Travel Patterns in Scotland 1997:** Results of an Analysis of Travel Diaries This report by the SO Central Research Unit (December 1998) gives breakdowns of personal travel by season, type of area, age and sex. Fourteen statistical tables are included - see also p17.

**Scottish Household Survey(SHS)** Work on this new and continuing survey for the SO is now in progress. The technique used is a computer-assisted sample survey interview lasting around 45 minutes with scope to change around 10 minutes of the interview each year to explore further topics of interest. The survey was launched on 6 February and the first results are expected in May/June. It is hoped that local authorities, Health Boards and LECs will 'boost' the SHS sample in their areas to permit greater sub-national analysis of SHS data. Questions are asked of either the highest income householder or his/her partner plus further questions to a randomly selected adult. Specific transport questions cover:-

- driving licences and both the frequency and reasons for driving
- orange badgeholders and concessionary passes
- vehicles in household, vehicle type, age and ownership
- identification of main drivers, annual vehicle mileage and fuel costs
- bicycles available to household
- time to nearest bus stop and frequency of buses
- choice of schools and mode of travel
- time at present address and location of previous home (if moved in previous year)
- satisfaction/dissatisfaction with local area
- location of main place of work or education, mode of travel and reasons
- actual use of public transport, cycling and walking in week prior to survey
- full details of trips made on day previous to survey

(full topic list available from SHS Project Manager, Louise Finlayson 0131 244 7557 Fax 0131 244 7573 e-mail [shs@scotland.gov.uk](mailto:shs@scotland.gov.uk))

**Edinburgh Tram Project** The City Council, the New Edinburgh Tram Co and LEEL are to join in a £55,000 feasibility study of this project linking Leith with Haymarket

**Strathclyde Passenger Transport** has commissioned a £2000 report from Prof. I Wooton, Dept of Economics, University of Glasgow, on financial issues facing the Rail Regulator

**ESRC Cities Programme : Central Scotland Integrated Case Study** Work on this major study, part of a wider ESRC Study on '*Cities, Competitiveness and Cohesion*', is well under way. It is led by a team at the Dept. of Urban Studies, Glasgow University, colleagues in the Geography Dept. and the School of Planning and Housing at Heriot Watt University, Edinburgh. One of four integrated case studies across the UK, the central aim of the project is to explore the practical problems and possibilities of different competitive strategies for the cities of Edinburgh, Glasgow and their surrounding areas. The research is designed to improve understanding of the urban competitiveness of the Central Scotland Belt and its determinants, not just in terms of economic performance, but through analysis of the relationships between economic change, social conditions, key urban assets and governance structures and policies in the region. (continued at the bottom of page 20).

**Caledonian MacBrayne Ferries** (Source: Caledonian MacBrayne)

	Jan/March 1999	Jan/Mar 1998	% change
Passengers(thous)	635.00	637.00	-0.3%
Cars	135.00	133.00	1.6%
Commercial vehicles	18.80	19.10	-1.5%
Buses and coaches	0.86	1.03	-17.2%

**Global Economy** The World Trade Organisation has reported a fall in the growth rate of goods traded globally from 10.5% in 1997 to 3.5% in 1998. Lower growth is expected in 1999. The value of transport and travel fell by 2%, the first decline since comprehensive figures became available in 1983. Growth in world GDP is estimated at 2% in 1998 (Herald 23 April)

**Forth Road Bridge** Vehicle flows in 1998 averaged 61.4 thousand per day, a 1.4% fall compared to 1997 though peak usage is still rising. Fife-Edinburgh rail passenger traffic rose by 13%. This is the first drop in road traffic since the 1974 oil crisis and has been attributed to a 3 month programme of roadworks. Fife Tourist Board is concerned that further weekend roadworks planned in 1999 may depress visitor numbers though the peak problem may be eased by improved rail and bus usage (Scotsman 23 Feb & Herald 26 Feb)

**SCOTTISH ROAD FLOWS March 1999 and March 1998**

(thousand vehicles per day Monday to Friday daily averages)

	MARCH 1999				TOTAL	March 1998 TOTAL	% change
	Bus	Cars	LGVs	HGVs			
<b>Scottish Core Area</b>							
A720 Dregghorn	March data affected by roadworks				67.2		
M8 Claylands	.12	45.3	5.0	6.0	56.4	51.7	9.0%
M8 Harthill	.36	41.4	5.5	7.0	54.3	N/A	
M8 Hillington	.68	86.0	9.8	7.9	104.4	97.7	6.7%
M80 Bankhead	.15	25.5	3.1	5.6	34.4	34.9	-1.4%
M90 Kelty	.10	20.6	2.3	3.4	26.4	24.3	8.7%
M9 Linlithgow	.08	21.6	2.2	2.9	26.8	24.8	8.0%
M74 Uddingston	.40	55.7	6.9	9.2	72.2	62.6	15.2%
A77 Kilmarnock	March data unavailable				21.3		
A737 Lochside	.20	17.2	1.7	1.5	20.6	19.2	7.3%
<b>North-east Scotland</b>							
A90 Forfar	.07	11.3	1.8	3.6	16.8	15.2	10.7%
A90 Bridge of Don	.16	16.2	1.7	1.8	19.9	19.7	1.0%
A96 Forres	.06	6.8	0.9	1.2	9.0	8.4	6.9%
<b>Rural Trunk(North)</b>							
A9 Tomatin	.07	5.0	0.6	1.2	6.9	6.6	4.6%
A9 Kessock Bridge	March data unavailable				21.9		
A9 Berriedale	.01	0.9	0.2	0.3	1.4	1.2	16.7%
A82 Crianlarich	.04	2.4	0.3	0.5	3.2	3.1	3.0%
A830 Lochailort		0.5	0.1	0.1	0.7	0.7	nil
A87 Kyle	.03	1.8	0.3	0.3	2.4	2.3	4.0%
<b>Rural Trunk(South)</b>							
A1 Grantshouse	.03	3.9	0.6	1.7	6.2	6.0	3.3%
A7 Langholm	.02	2.3	0.4	0.6	3.3	3.4	-3.0%
A75 Carsluith	March data unavailable				3.9		
A77 Glenapp	.05	1.9	0.2	0.5	2.6	N/A	

Source: The Scottish Office - Automatic Road Counts

**Comment** No figures for the rural M74 appear since new count sites are being established. Sites on the M73 are also being reviewed. Year-on-year comparisons of March figures are distorted by fluctuations in monthly figures at specific sites yet trunk movement on core routes in Central Scotland is growing faster than on similar routes in England. DETR data shows that road vehicle miles rose 1.5% in 1998 with 4% growth in motorway traffic, lesser growth on rural roads and a 1% fall on urban roads. Finalised Scottish data is more likely to show overall growth of at least 2.5% with growth above 7% on several motorways. In rural areas, the strongest growth (from a low base) is to the Far North/Orkney with some evidence of decline in the Borders. Traffic on some inter-urban corridors (such as the M80 and the Forth Road Bridge) is being reversed by congestion and roadworks but most urban areas - unlike England - are still experiencing traffic growth though at a lower rate - see the A90 site at Bridge of Don in Aberdeen. The Hillington/ Uddingston sites in Greater Glasgow and the Claylands site west of Edinburgh show high continuing growth in 'fringe of town' traffic.

**AIRPORTS** The new airport for **Oslo**, designed for 17 m. passengers a year, has opened at Gardermoen, 50 kms to the north of the city. A through rail station has been incorporated in the terminal and rail is expected to be the main means of access with 19 minute travel times to central Oslo (Herald 8 March) DETR has issued new guidelines for improving the share of public transport in airport access (see p5) and this topic is also receiving attention in the current Scottish Airports and Air Services Study (see p3) Reports in the Herald that a £50 m rail access to Glasgow Airport would go ahead (Herald 24 March) lack firm financial backing but the Scottish Parliament is likely to improve prospects for access to both Glasgow and Edinburgh Airports within the next five years. **Belfast City Airport**, opened in 1983, has been a major success according to parent company Bombardier. Traffic has risen from 85,000 in 1983 to 1.3 m in 1998 and the airport now had a 45% share of air traffic between Northern Ireland and Britain, helped by close proximity to Belfast (Scotsman 20 Feb) Phase 1 of the national **Air Traffic Control Centre at Prestwick** has been approved though Phase 2 may still involve a public/private partnership shifting majority control to the private sector (Herald 23 March & 21 April)

**PORTS and FERRY TERMINALS** Stena is likely to confirm **Stranraer** as the continuing base for its Belfast service though it is known that consideration was given to a move to **Cairnryan**, further out Loch Ryan. **Clydeport** remains interested in ferry service development at **Port Glasgow** and this may have implications for future strategies for Clyde ferries and terminals serving **Dunoon** and **Rothsay**. See p 6 for comments on **Troon, Uig and Dunvegan**.

**RAIL** For the **Annual Rail Network Management Statement**, see p 10 and 11. Commercial prospects for rail track investment in Scotland are low though Scotland is set to gain from substantial investments in the **WCML** and **ECML** and from the development of a **third Anglo-Scottish route** (mainly for freight) utilising the Nith Valley and Carlisle to Settle-Leeds/Manchester routes. Public funding and other partnerships will be vital for most rail track investments in Scotland. Prior to publication of the Network Management Statement, the Herald (24 March) listed £1 billion worth of Scottish projects over the next 10 years but emphasised the need for major new sources of funding -eg from road pricing- in a follow-up feature on 25 March. Within the £1 billion list, some £350 m related to lesser projects and track/signal up-grading and £400 m was allocated to a tentative north/south tunnel under Glasgow. The balance was accounted for by:-

- Airport links at Edinburgh and Glasgow £80 m
- Edinburgh-Glasgow electrification via Shotts £30 m
- Larkhall line reopening and related works £30 m
- restored link Stirling-Alloa-Dunfermline £30 m
- restored Waverley route to Tweedbank £30 m
- Aberdeen-Inverness up-grade £20 m
- direct link from Tain to Golspie £20 m

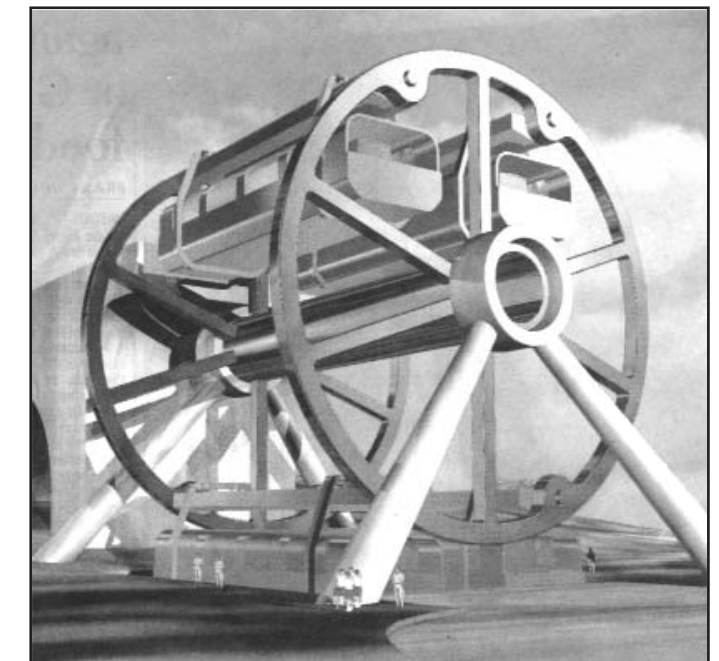
Without change in funding frameworks, prospects for most of these projects are poor. Even the **Larkhall project**, billed as having 'imminent' approval for more than a year, remains bogged down in PFI assessments while the main priorities of most local councils - with limited funding - have been neither railways nor roads (Herald 17 April). Even with early approval, it would now be difficult to have the Larkhall line and associated Maryhill-Annieisland link open before 2001. Falkirk Council has shelved plans for new stations at **Laurieston, Bonnybridge and Grangemouth** and station openings in the next 18 months are likely to be confined to **Beaulay, Gartcosh, Howwood, Dunfermline Queen Margaret, Edinburgh Park, Brunstane and Kinnaird Park** (the latter three being served by potential east/west Edinburgh services with £8 m grant support from the Public Transport Fund provided that other private sector support is obtained). **Partick** interchange will also be improved following a successful application for grant while GNER may provide a **Parkway**

**Station** east or west of Edinburgh. More probably, any such parkway station is 3 to 4 years distant. In planning development along the Clyde west of Glasgow city centre, SAPT has suggested that a **rail bridge at Finnieston** should be considered. This would allow direct services from Glasgow Airport and Paisley to SECC, Charing Cross, Queen St and points east (Herald 6 & 10 Feb)

**ROADS and BUSWAYS** As with the Larkhall rail project, the **CERT busway** project in west Edinburgh has been delayed by problems in assembling finance but early decisions are still expected on the award of a contract to the rival consortia involving **First Group** and **Govia**. For other **bus priorities**, see p12, 13 and 16. Shopkeepers and businesses on **Paisley Road West** in Glasgow have been objecting to bus lane proposals but have been told that full consultations will be held if funding for the project becomes available (Herald 1 Feb). The **M74/M6** motorway from the border to Millbank is now complete and opened without ceremony in April as a PFI scheme. It is expected that the Scottish Executive will contribute to the costs of completing the motorway between **Carlisle** and the border. SO has approved the issue of tenders for a **Hawick Relief Road**. The issue of invitations to tender for resurfacing the **M8** between Newhouse and Shotts confirms that plans for widening this motorway have been dropped (Herald 25 Feb) The Prince of Wales has officially opened the 900 metre causeway linking **North Uist** to **Berneray** and a shorter ferry crossing to **Harris** (Herald 13 April) and SO approval has been given for a £9 m causeway from **South Uist** to **Eriskay** linking with a new ferry from **Barra** to **Eriskay** (Scotsman 11 March). **GDA** and **Glasgow City Council** are discussing a £6 m low-level Clyde bridge at Finnieston (Herald 2 Feb) access to Pacific Quay and the £71 m Glasgow Science Centre.

**CYCLE ROUTES** **Argyll and Bute Council** is investigating extension of the Glasgow-Loch Lomond cycleway to **Kilcreggan** with a ferry link to **Greenock and Cowal**. Routes through Kintyre are also being studied in co-operation with SNH, Highland Council and Sustrans (Herald 3 April)

**THE MILLENNIUM LINK** Scottish Secretary, Donald Dewar, has launched work on the £78 m restoration of the Forth and Clyde and Union Canals including the nine-storey high 'Falkirk Wheel' (allowing boats to be lifted between the canals). Completion will be in 2001.



Falkirk Wheel, Scotsman, 12 March

**Transport and Planning** Following the drafts published in August 1998, the SO has published the finalised **NPPG17** (National Planning Policy Guideline) and **PAN57** (Planning Advice Note) both with the title 'Transport and Planning' and available free from David Love in the Development Department (also at SO website, www.scotland.gov.uk). Phone contact 0131 244 7066. These documents move further in the direction of ensuring that planning decisions promote integrated, sustainable and socially inclusive transport. Objectives include:-

- meeting government targets for greenhouse gases and local air quality
- enhancing the quality of urban life, particularly the vitality and viability of town centres
- supporting sustainable economic development within a pattern of land use and integrated transport which ... promotes genuine choice of transport mode, facilitates a reduction in car use and supports more use of walking, cycling and public transport
- ensuring that the impact of development proposals on transport networks does not prejudice their safety or efficiency (especially in relation to preventing smooth movement of through, longer-distance traffic being prejudiced by growth in localised car trips)

**Higher housing densities** are recommended with most development (whether housing or other activities) being close to high quality public transport networks. There is allowance for a modified approach in remoter **rural and sparsely populated areas** more reliant on car use. Emphasis is placed on Green Transport Plans and, where good access to public transport exists or can be provided, planning authorities are asked to consider **lower maximum standards for provision of residential car parking**. It is stressed that the principle of higher density development close to public transport 'should not be interpreted to encourage car-based low density sprawl away from high-density nodes'. Preference is expressed for **rail or water-borne freight** and, 'where this is not feasible, development which attracts significant movements of road freight should be located away from congested inner areas and from residential areas.' It is recommended that **forestry strategies** should include consideration of the lifecycle impacts on the transport system, including constraints on local extraction by road and opportunities for longer distance haulage by rail or water'. There is much here that the exponents of sustainable economic development will welcome yet there is also a tension with the reality of present patterns and immediate pressures for local economic development. It remains to be seen how far the Scottish Executive and local councils will apply the principles of these planning documents.

**Ayrshire Joint Structure Plan 1999 : A Framework for the 21st century.** This document and related summary has been published and is available from the Structure Plan Team at 15 Links Road, PRESTWICK KA9 1QG. This is the first joint Structure Plan to be submitted to the SO since local government reorganisation. At 46 pages, it follows the guidelines seeking shorter Structure Plans dealing with principles. There is reference to changing government policy and the need to tailor plans to sustainable development but the Plan adopts the view that the more dispersed nature of Ayrshire and the need for improved access to other parts of Scotland will continue to require a high level of reliance on car use and on road improvement. Early construction of 9 trunk road schemes is sought, these being **A77 upgrading south to Kilmarnock** (the previous emphasis on motorway status has been dropped), **Mauchline Bypass**, **New Cumnock Bypass**, **Ayr / Prestwick junction improvements**, **Ardrossan/Saltcoats/Stevenston Bypass** and by-passes for **Kilwinning, Dalry and the Den**(on A737) and **Maybole** on the A77. Opportunities for expansion related to **Prestwick Airport** will be encouraged. Though no quantification is included in the document, the expectation is of some continuing growth in car and lorry traffic with significant shifts away from car and lorry use arising only in the

medium to longer-term. A weakness of the Plan is that there is no indication that the trunk road projects outlined can be financed within the next 5 to 10 years and it is likely that the Plan will require further revision in the light of NPPG17 and PAN57.

**Glasgow and Clyde Valley Structure Plan** Work on this document is nearing completion. It is expected to highlight sustainable development principles and their implications for Scotland's most urbanised region. Issues being considered include the advantages of an east-west corridor theme picking up on development opportunities within this corridor and improved access to it as well as to Glasgow City Centre. This corridor could extend through West Lothian/Livingston to Edinburgh. An east-west road link from the M74 via Rutherglen to the M8 west of the Kingston Bridge is likely to feature as a 'flagship' road project related to the corridor strategy but spending on other road schemes is likely to be curtailed with increased emphasis on improved bus services, light rail opportunities (Karlsruhe type joint running) and east/west rail enhancement - including airport access and freight transfers to rail.

**Town Centre Developments** The **Buchanan Galleries** city centre shopping complex in Glasgow opened on 31 March (Herald 1 April) and plans for development of the vacant site to the east of the **St Enoch Centre** are again on the move. **Slater Menswear**, the Glasgow based firm, is to set up a large Edinburgh branch in George St as part of office to retail conversions in that street. **Holiday Inn Express** has opened a new hotel in Glasgow's Stockwell St. This has no car parking and is part of a trend to intermediate sized low budget city centre hotels (Herald 23 March) **Clydeport** is developing £250-300 m plans for transforming the two miles of river west from the city centre. The proposals may involve **BBC Scotland** moving to Meadowside north of the river rather than the Pacific Quay site on the south side of the Clyde (Herald 18 March)

**City Economies** Edinburgh is set for 20,000 extra jobs over the next decade (Herald 20 March) and the new partnership agency, Glasgow Alliance, is seeking to create 15,000 new jobs (partly to off-set losses) by 2006. The aim is also to create more jobs in Glasgow for city residents, aiding social inclusion and reducing the need for longer-distance commuting into the city. Professor Duncan MacLennan of Urban Studies at Glasgow University has called for a shift of focus from numbers of houses to improvement in the total quality of neighbourhoods, including jobs, good health and a decent environment (Herald 4 & 17 March)

**Suburban and Fringe-of-town Development** The retail site at **Braehead** (opening later this year west of Glasgow) and the approved **Glasgow Gait** 25 acre wholesale/retail development at Mount Vernon east of Glasgow are expected to be the last major fringe-of-town developments on Clydeside (Herald 18 Feb) A more limited shift from industrial to retail zoning has also been permitted by Glasgow City Council for a London and Clydesdale property development at **Darnley** in south Glasgow close to the M77 (Herald 20 February) In Edinburgh, the city council is seeking to trim plans for retail development at **Kinnaird Park** and integrate them with park+ride and the interim eastern terminus of the proposed Edinburgh Crossrail service. **Woolworth** will provide the anchor store at this site (Scotsman 9 Feb & Herald 26 Feb) Midlothian Council is still keen to promote development on at 81 acre site served by a former colliery line adjacent to **Straiton Park** and the Edinburgh Bypass. Restored rail access to this is being proposed, using the former colliery railway for both passengers and freight (Herald 17 February) In west Edinburgh, the owner of the **Ingliston** showground has announced £40 m plans for further development of this exhibition area adjacent to **Edinburgh Airport** (Herald 30 March) Queen Margaret University College may relocate within the £450 m visionary plan for developing the **Granton/Newhaven** foreshore in Edinburgh (Herald 8 March). Scottish Secretary Donald Dewar has rejected a £120 m

**Scottish Economy, Regions and Tourism** Office for National Statistics estimate growth in UK economy of only 0.1% in last quarter of 1998 with full year growth estimated at 2.1% (Herald 23 March) The Fraser of Allander Institute has cut expected Scottish GDP growth in 1999 from 1.7% to 0.9%. UK growth is put at 1.0% with UK rising to 2.5% in 2000 and Scotland to 1.9%. Reverses in electronics and in oil are the main sources of lower Scottish growth (Herald 25 March) Incomes in Grampian remain the highest in Scotland though Lothian is also highly rated (Herald 3 Feb) The relative prosperity of the Highlands and Islands within the EU has led to a loss of Objective 1 regional funding but the UK government has gained £210 m of transitional funding for the area - which still has some very acute pockets of low income, notably the Western Isles. The Borders and Dumfries and Galloway are seeking increases in aid, arguing that they have economic problems more severe than in many parts of the Highlands (Herald 16, 19, 27, 31 March) STB data shows overall tourist spending down 3% in 1998 but this fall was mainly due to a 34% fall in spending by Scots in Scotland. Figures for English and foreign visitors were encouraging despite bad weather, the World Cup and the strong £ (Herald 20 Mar)

<b>Yearly Distance Travelled by Scottish Residents :</b> Average Miles per Head (excluding foreign travel)			
	National Travel Survey		Scottish Travel Survey
	1985/86	1995/97	1997
Walk	286	207	260
Cycle	18	24	125
Motorcycle	29	23	88
Car Driver	1926	3219	5616*
Car passenger	1312	1989	
Private hire bus	145	132	192
Local bus	409	400	330
Non-local bus	171	91	70
Surface rail	266	239	166
Taxi, minicab	44	41	52
Air			171
Other modes	47	354	125
<b>TOTAL</b>	<b>4652</b>	<b>6719</b>	<b>7195</b>

Sources : Cols 1 & 2 NTS and SO Statistical Bulletin, Transport Series, March 1999 \* Including car passengers  
Col 3 Travel Patterns in Scotland 1997 : Scottish Office Central Research Unit, 1998

*Comment Both surveys, based on separate sources, confirm a substantial growth in movement since 1985 but also indicate wide variations. These are partly explained by differences of survey scale and technique. A more accurate picture will emerge from the revised and ongoing Scottish Household Survey (see p 19) Taxi use, unlike buses, appears to have risen since 1985 and there has been a large increase in UK domestic travel by air. The Scottish Travel Survey shows much higher levels of walking, pedal cycling and motorcycling than the NTS. It also shows an average of 139 miles per person per week compared to a GB average of 126 (derived from NTS). Rural residents averaged 157 miles per week compared to 129 miles for urban residents. Men travelled more than women - 164 miles per week compared to 115.*

<b>Air Passengers (thousands) January-March 1999</b> (with % change on 1998)						
	ABERDEEN		EDINBURGH		GLASGOW	
Domestic	364.6	-4.6%	832.5	7.5%	815.3	6.4%
Internat. Sch.	75.5	-0.8%	156.4	16.7%	171.3	16.1%
Internat. Charter	9.8	14.9%	17.9	-38.5%	271.8	2.0%
Helicopter	98.5	-14.1%				
<b>TOTAL</b>	<b>548.4</b>	<b>-5.7%</b>	<b>1006.8</b>	<b>7.4%</b>	<b>1258.4</b>	<b>6.2%</b>
	PRESTWICK		INVERNESS		OTHER H&I	
<b>TOTAL</b>	<b>133.0</b>	<b>29.1%</b>	<b>74.0</b>	<b>-4.6%</b>	<b>132.4</b>	<b>-4.9%</b>

Sources: Scottish Airports, Glasgow Prestwick International and Highlands and Islands Airports

*Comment: Aberdeen has been affected by the direct and indirect effects of the downturn in oil activity. For the first time, Edinburgh achieved more than 1 million passengers in the winter quarter with strong growth in both domestic and international flights. Glasgow's growth was also substantial with particular success in increasing winter passengers to and from North America. Prestwick growth is mainly due to the new service to Paris introduced late in 1998, and also to new services to Donegal.*

**Rail** GB rail passenger kms were up 3% and trips up 5% in the third quarter of 1998/99 (Bulletin of Rail Statistics, Qtr. 3 98/99 DETR 0171 890 4448 GB rail freight kms is reported 16% up in first half of 1998/99 (LTT 11 Feb) SPT reports a 7.7% rise in rail passenger trips in two years, helped by better services - notably on Sundays. Trips are up from 38.8 m in 96/97 to 41.8 m in 98/99 (Herald 20 April)

**Bus and Coach** GB bus trips were static in 1997/98 (Focus on Public Transport, 1999 edition, DETR) but analysis of Bus Greenways in Edinburgh suggests an increase of 750,000 trips compared to the previous year. Full fare adult passengers at peak periods have doubled since April 1998 and overall usage has risen. There is evidence of shifts from car use with car trips estimated down by 650,000 (Evening News 2 Feb)



Reduced competition may suggest a shift in favour of the supplier, and with long-term target profit margins for the major operators in the region of 15 - 18%, further real price increases may be expected.

#### From Workhorse to Thoroughbred

This is the main title given to the Bus Daughter White Paper that was issued in March of this year (DETR 1999). It proposes an end to 15 years of an open market in bus transport, but stops short of complete re-regulation. The document outlines seven important areas for future development (see also page 5). These are:

- A new framework for local authority influence over buses.
- Statutory backing for Quality Partnerships to allow local authorities to specify minimum quality standards (Traffic Commissioners).
- More power to Traffic Commissioners to police bus services.
- Better bus information and local authorities to have the statutory responsibility to ensure it is provided.
- Joint ticketing with enforcement powers for local authorities.
- Local authorities to be given the power to 'buy-in' increased frequency on commercial routes.
- Quality contracts are to be specified by local authorities and put out to competitive tender for the exclusive operating rights.

Whilst the first six points can be viewed as a 'tightening up' of the bus market, the last point has potentially by far the most widespread consequences. Although still at the discussion stage, this proposes allowing local authorities the option of planning and controlling bus services in selected areas. In Scotland, this would first require the approval of the Scottish Executive. Consent would be given where the authority could show that special local characteristics indicate that a modal shift or environmental improvement could not be achieved by any other means. A further pre-condition in Scotland is that such quality contracts would only be permitted where a BQP had first been introduced but failed to deliver the expected improvements. Why this last condition should only apply to Scotland is not specified.

How quality contracts will run is still unclear. Initially it appears operation will be similar to the organisation of bus services in London, with routes, frequencies, fares and quality standards all specified by the local authority and then exclusive operating rights tendered to operators. The length of such contracts is yet to be decided, but a five-year franchise appears the most likely. Before full implementation, the government proposes to let a limited number of pilot schemes to allow the initiative to be tested, and the first of these can be expected soon.

#### Concluding Comments

De-regulation of the bus industry occurred in 1986 and all but one of the Scottish state owned bus companies were privatised between 1989 and 1993. The medium to longer term effects of these measures are now emerging, with the demand side of the market characterised by a contin-

ued decline in passenger numbers and rises in fares above the rate of inflation. The declining number of bus users in Scotland may be expected to continue in the immediate future, although figures from the rest of Britain suggest this will eventually level off in the longer term.

The supply side of the industry has been most notably characterised by the speed of consolidation by firms and significantly increased market concentration. One would have to question however if a high level of concentration is necessarily against the public interest. As an industry dominated by small to medium sized companies, it was most notable for low levels of investment, 'over-bussing', real price increases, inadequate or out-of-date passenger information and in some areas, most notoriously Darlington in England, dubious business practices. The main concern therefore would not appear to be a high level of concentration but rather a business environment that created characteristics entirely inappropriate to shaping the bus as a long-term competitive mode of transport.

A far more stable industry is beginning to emerge. Notably, there has been a change in emphasis with the major firms moving away from growth through acquisition, as this avenue is now almost exhausted, to organic growth through increasing patronage. Furthermore, possibilities for integration, both within the bus network and with the rail system, should be improved as bus operators attempt to enhance public transport and now hold a significant number of rail franchise. After almost fifteen years of an open market, there is also a movement back towards more state involvement in the bus sector, although in today's environment no one would propose a return to a fully regulated state owned industry. In this context, the government's Daughter White Paper would appear to offer an appropriate balance of 'carrot and stick' measures that provide direction, and may 'assist' in the much needed development of an efficient, equitable and integrated public transport system.

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First Group.

#### Public Transport Fund Awards

The SO has announced £29 m of funding over 3 years in the first round of these awards. A second round of applications is due in July with a further tranche of awards later in the year. The awards aim to promote integration, modal shift and partnership funding. In addition to the Glasgow area awards of £9.5 m for bus priorities and the Partick interchange (see p 12 and 13), £8 m is offered for the Edinburgh Crossrail service (to an initial terminus at Kinnaird Park - see p 8) and the Aberdeen area receives £5 m for bus priorities, park+ride, real time information and bus shelters. Other awards include £900,000 for an integrated transport strategy in Dumfries, £475,000 for Dundee for bus priorities and real time information, £350,000 for improved rail station access in Falkirk, £300,000 for an Alloa bus interchange, £300,000 for multi-mode ticketing in the SE Scotland Transport Partnership and £270,000 for a new bus link from Livingston and Dunfermline to Edinburgh Airport. Five bids, including those from Stirling, Fife and Midlothian were unsuccessful while several of the successful bids were scaled down from the original application (LTT 25 March)

*A Review of Sustainable Distribution, DETR, £16, March 1999*  
Professor Alan McKinnon, School of Management,  
Heriot-Watt University, Edinburgh.

With only around 6 pages in last year's Integrated Transport white paper specifically devoted to freight, there was a need for more detailed daughter document. This differs from previous government policy statements on freight in several respects. For the first time, it adopts a broader logistical perspective on the subject, presenting freight transport, as companies now see it, as an integral part of the supply chain and emphasising its links with production, warehousing, inventory management and materials handling. Second, it is not preoccupied with the modal split issue. For example, only around 7 of the 105 pages are directly concerned with rail - roughly in proportion to rail's 7% share of the freight market! Most of the discussion relates to the road freight system and explores ways in which its environmental sustainability and economic efficiency can be improved. Third, the report contains a rich assortment of statistics, case studies and illustrations, presenting the Government's proposals in a lively and interesting way. And finally, it is conceded that 'more needs to be done in order to improve our knowledge of freight transport and logistics'. Music to the ears of academic researchers and consultants.

The government's key freight transport objectives are defined as improving the efficiency of distribution, minimising congestion, making better use of transport infrastructure, managing development pressures and reducing the negative environmental effects of freight movement. Reflecting the title of the document, the emphasis is very much on the last of these objectives. It contains a range of proposals for tightening vehicle safety standards and tightening enforcement. It also cites a variety of ways in which the emission of noise and pollutants can be reduced. Frequent reference is made to environmental best practice in freight transport and the need to disseminate it more widely across industry. At the local level, the government plans to create 'quality partnerships for urban distribution', involving local authorities, the freight industry, the business community, residents and environmental groups, to find ways of rationalising the pattern of freight delivery.

The document reaffirms the government's commitment to the fuel tax escalator and raises the possibility that in the future vehicle excise duty on lorries may partly reflect emission standards. Publication of the report preceded the budget and subsequent campaigning by the road haulage industry against higher taxes. This may cause some reconsideration of the taxation proposals.

Industrialists will also be dismayed by the very limited reference to traffic congestion in the report. It is recognised that 'congestion is increasingly common on the trunk road and motorway network' and forecast to get worse'. The case for trying to ease congestion by expanding road capacity is largely rejected, with emphasis placed instead on making better use of existing road space and more effectively managing demand. On routes where congestion remains heavy, there is a possibility that commercial vehicles may be given priority, though there is no explanation of how this would be achieved.

On the modal shift issue, the government once again endorses EWS's targets for doubling railfreight volumes in 5 years and trebling them in 10 years. It reiterates its support for a substantial transfer of freight from road to rail and water and its willingness to fund the freight facilities grant scheme more generously than previous governments.

Overall, this document indicates a fundamental change in government thinking on freight transport. It reveals a strong desire to reduce its external effects and to promote best practice, defined both in economic and environmental terms. It lists numerous measures and initiatives, though it seems that these have yet to be woven into a coherent strategy.

#### Property and Land Uses. (Continued from page 8)

PowerGen application for gas-fired power station at Gartcosh, seeing greater value in developing the vacant site for other uses. The adjacent Cardowan colliery site is also to be redeveloped in a £40 m plan for housing and shopping. Both of these sites are close to the new junction being provided on the M73 (Herald 11 & 23 March). LDA has confirmed that selection of a lead developer for the £700 m town on the former Ravensraig steelworks site is imminent. The town will include a new rail station (Herald 11 Feb) Environmental campaigners have attacked plans for a £350 m power station at Westfield, Fife, as a 'green con' with only one-fifth of the energy used coming from renewable sources (Herald 6 April)

**Rural Issues** SO has approved plans for more car parking and visitor information at Urquhart Castle on Loch Ness despite local complaints at intrusion and adverse effects in taking trade away from the adjacent settlement at Drumnadrochit (Herald 3 February) A superstore and filling station at the northern entrance to Girvan has been approved by South Ayrshire Council as offering net benefits though there could be adverse effects on the existing shopping centre (Herald 25 Feb) Bathgate-based MacDonald Hotels have received planning permission for a hotel, golf course and housing development at Cardrona in Tweeddale despite opposition from local residents and hoteliers (Herald 22 April)

*A Review of Transport Policy Options for a Sustainable Scotland. SFTE, £15, February, 1999, by Dr Tom Rye, TRI, Napier University.*

The purpose of this review is to assess the social, environmental and economic impact of possible changes in transport policy in Scotland over a time horizon to 2020. The authors have produced a thoughtful and extremely well-researched piece of work which makes an important contribution to the debate on the future of transport policy in Scotland. They have conclusively demonstrated that to continue to pursue policies similar to those which have obtained up to now would lead to a significantly more congested Scotland with severe local air pollution problems in its cities and one which would singularly fail to meet UK commitments to reduce CO2 emissions by 35% by the year 2020.

The report takes as its starting point three scenarios for transport policy and resulting programmes: Scenario1, *Modified Business as Usual*; Scenario2, *Accelerated Modal Shift*; and Scenario 3, *Reducing the Need for Movement*. This approach is of benefit, both in terms of providing a rigorous analysis of the different policy options, and by clearly indicating the effect of each would have on lifestyles and the ways in which people would travel in each case. The analysis of the effects of each scenario are further and helpfully disaggregated by geographical location. Scotland is divided into three types of area: 'compact urban' (the central cities); 'dispersed urban' (the Central Belt and Aberdeen and Inverness areas); and rural.

The baseline data upon which the authors draw for their analysis are clearly referenced and presented, and indeed the report presents a wealth of up-to-date material which will no doubt find its way into lecture material at Napier and other universities. However, it is unfortunate that the report does not make clear how the different percentage changes in modal shift expected to result from each scenario are derived. It is implied that these are estimates based on Dutch research from the early 1990's, but at times the accuracy with which the results are reported leaves the reader under the impression that they are the output of a macro-scale modal choice model constructed for this project. It would have been helpful if the authors had stated explicitly how the estimates of mode share and person miles travelled have been derived. The authors also note the difficulty of assembling accurate baseline data on transport in Scotland and call for a much more detailed Scottish Travel Survey to supplement the NTS. Such a survey - the Scottish Household Survey - is in fact already underway, and should begin to provide accurate data at the large local authority level within the year (see p19)

At this point it is useful to describe briefly each of the Scenarios. Each envisages different degrees of change in fiscal policy, pricing, regulations, land-use policy, public transport services and fares, and road and rail infrastructure. Essentially Scenarios 1,2 and 3 each see progressively greater restraint on car and car-based development, and progressive effects on modal split. The percentage of total person miles travelled by car is estimated at 82.1% in 1995 and 78.8%, 70.1% and 57.8% in 2020 under Scenarios 1,2 and 3 respectively. The majority of the change in each case is accounted for by increases in public transport use. Only in Scenario 3 is total travel forecast to decrease. It is unfortunate that data are not presented on modal share in terms of person trips; however, it is accepted that such data are (even) more difficult to gather. It appears to this reviewer that all the Scenarios include a much greater level of new infrastructure construction than would be expected even under current government policy, and certainly which might be consistent with the levels of modal shift from car to other modes set out in Scenarios 2 and 3. For example, it is arguable that the Scenario 2 assumptions upgrading the Edinburgh bypass to 4-lane motorway and completing a 4-lane M74 across Glasgow's South side, are compatible with "accelerated mode shift" away from the car. The 1994 SACTRA report has demonstrated the construction of such infrastructure in urban areas in particular can lead to significant levels of induced traffic and also increase pressure for unsustainable land-use along the new road corridors. Many new rail links are suggested in Scenarios 2 and 3; while most of these appear intuitively feasible, eyebrows might be raised by the suggestion of new lines between Tulloch and Newtonmore, and Balloch and Tarbet. Some justification of these many new infrastructure schemes and their possible effect on modal split would have been a helpful addition.

The remaining chapters of the report, with their methodical assessment of the effects of each of the Scenarios on the environment, pollution, health, safety and quality of life, are all excellent. The final chapter of the study is also extremely useful in that it goes beyond the Scenarios and points to changes in the existing policy - and decision-making framework in transport in Scotland which would facilitate the implementation of policies similar to those set out in Scenario 3. While there is no space available in this brief review to describe these in detail, all those who wish to find out more - and indeed all those interested in transport in Scotland - are strongly recommended to obtain a copy of this excellent report.



By Nigel Wunsch, Business Development Manager, Railtrack Scotland.

The second Railtrack Network Management Statement for Scotland (NMS) was published in March. Comparison of last year's Scottish NMS and this year's £2 billion NMS shows how far visions and commitments have progressed and we have by far the most defined and specific statement of intent for the future of the Scottish Network since privatisation.

While the Scottish rail industry has rapidly moved on in the last 12 months, the NMS will in the coming years settle down itself. However, we are currently living in the period when the visions for the future are being developed and the NMS shows tremendous confidence and direction for Scotland's railway

Scotland from the NMS will get a £2 billion package of expenditure over the next ten years; this represents a £300 million increase on the forecast in the Scottish NMS last year and the Statement reflects the distinctive conditions of the Scottish transport market and portrays a vision that relies on what can be achieved through partnership. The funding represents increased emphasis on growth and vision by Railtrack.

Scotland also benefits from the £27 billion Network Management Statement for Great Britain with upgrades to the East and West Coast Main Lines and a third Anglo-Scottish freight route.

The future of Scotland's railway involves the further expansion of the industry, meeting local council and Government aspirations, integration with other transport modes, and the need to cater for an industry wide response to preparing the network for long term passenger and freight growth. These objectives and priorities are not only for the rail industry but also for Scottish and British Government

The combination of Railtrack, it's customers, and stakeholder aspirations, as expressed in consultation during 1998, meant an industry-wide visionary approach in the NMS 99. The Statement places Railtrack as the strategic long-term player for the industry.

Railtrack has provided solutions to bottlenecks, set itself ambitious journey time reductions, and sought ways to increase network capacity to accommodate long term growth. The approach of the company recognises the width of the responsibility for railway development and suggests many possibilities for funding opportunities and partnerships.

**Railtrack's Ten Year Commitments for Scotland:**

Railtrack predicts a minimum 30% growth in passenger traffic and a 200% increase in predicted freight traffic over the next 10 years. Commitments are made to ensure that the industry can meet these growth targets.

£2 billion will be spent by Railtrack over the coming decade in addition to increased expenditure last year. Scotland's rail network received a total expenditure by Railtrack of £250 million in 1998/99 - taking maintenance, renewal and investment together - £25 million more than was stated in the Scottish NMS last year.

Over ten years, 13% of Railtrack Scotland's £2bn expenditure plan is for network enhancement - in 99/2000, £36m compared to just £14m in 1997/98 - a year on year increase of 157%. Added enhancement spend south of the border providing improved services on both west and east coast main lines will spell improvements for Scotland's travellers as well, so the UK wide £11bn for enhancement out of £27 bn will be recognised as significantly increased emphasis on growth. Such expenditure will deliver on the vision expressed in the NMS.

Nationally, Railtrack has also identified £2.5bn from the £27bn to develop modern facilities at stations which will take the quality at stations above the organisation's station regeneration benchmark. This expenditure will also aim to tackle disabled access issues.

Several critics of expenditure priorities by Railtrack, such as The Campaign for Rail Electrification Aberdeen to Edinburgh (CREATE), welcomed the increased expenditure and plans in the NMS. CREATE's Rab Dickson, interviewed by the BBC's Radio Aberdeen said: "Important recognition has been given to the north east of Scotland. It's good to see investment going throughout the country. It's heartening to see they're spending money to reduce journey times."

Much of the potential vision for the industry set out in Railtrack's NMS will be subject to the setting of an appropriate financial regime by the new Rail Regulator and the organisation has emphasised this. New track access charges will be set in 2001; track access is a large proportion of Railtrack's income.

**The 10 Year Scottish Plan: The Detail**

Sustaining the Scottish Network 10 year total (£m) 1999/2000-2008/9	
Maintenance and Renewal Expenditure	1749
Developing the Scottish Network	
Committed schemes	47
Commercial Projects (Railtrack solely bears the risk)	12
Partnership schemes requiring some funder support (varying levels of risk for Railtrack)	138
Contractor schemes undertaken on behalf of Strategic Rail Authority, local authorities or SPTE (e.g. new stations)	18
Other enhancements	48
<b>Total enhancement spend over ten years</b>	<b>263</b>
<b>Total network investment</b>	<b>2012</b>

This compares with the £1,700M (at 1998/99 prices) ten-year investment plan set out in the 1998 NMS.

The Scottish edition offers a review of Railtrack Scotland's delivery of improvements to date against the heading of *Performance* (better reliability and punctuality of train services); *Growth* (more services, shorter journey times); and *Quality* (more attractive stations, comfort of the journey, safety and lineside environment).

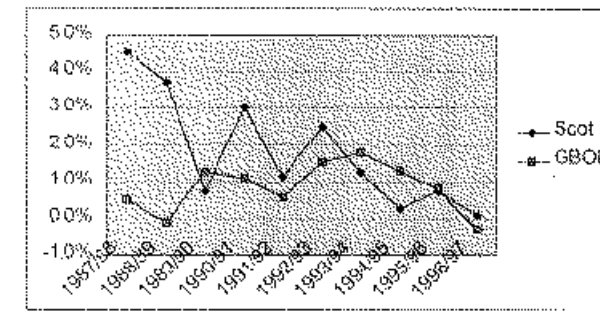
Looking to the future, separate route strategies portray Railtrack's industry vision, and suggests the form network development might take, as well as major achievements delivered to date. Railtrack's actions on performance achievements and vision have been:

**Output**

The period immediately following deregulation saw a substantial rise in the output of bus companies, as expressed in terms of bus kilometres. As competition on routes was opened up, bus mileage significantly increased as operators began operating in adjacent territories. The increase in output therefore did not necessarily represent an increase in the size or coverage of the Scottish bus network. More precisely, although there were in effect more buses, these were primarily used on existing routes to serve a diminishing number of passengers, thus the period has also been characterised by a substantial reduction in utilisation rates.

What is surprising however is that this trend has continued well into the nineties, despite increased market concentration. This is highlighted in Figure 1, where figures are shown for the year-on-year increase in bus kilometres in Scotland and Great Britain outside London since 1987/88. A three point moving average is used to give a better indication of the overall trends.

Figure 1: Bus Kilometres, Scotland and Great Britain outside London (GBOL), 1987/88 - 1996/97 (3 pt Moving Average)



Source: Scottish Office (1997, 1999)

Source: Scottish Office (1997, 1999)

Notable fluctuations in the trend occurred in Scotland at the time of privatisation of the SBG in 1990/91 and again during the period immediately prior to further acquisition activity in 1994. The overall pace of increase however has been at a diminishing rate, and in fact a zero value is recorded for the last three-point average for Scotland. Notably this period includes Stagecoach's re-entry into the Glasgow market, hence in the future total bus kilometres may be expected to remain fairly consistent i.e. follow the rest of GBOL, as the underlying trend continues. This may reflect a more 'stable' industry.

**Operating Costs**

Operating costs are published annually by the Scottish Office for Britain as a whole, Great Britain outside London (GBOL) and Scotland, and these are shown in the table below:

**Operating Cost at 1998 Prices, Per Bus km and Per Passenger Journey.**

Year	Cost per Bus Km			Cost per Pass Journey		
	Scot	GB	GBOL	Scot	GB	GBOL
1985/86	138	162	136	58	58	58
1990/91	93	106	94	53	54	54
1995/96	79	88	80	56	53	57
1997/98	68	82	n/a	57	50	n/a
86-91	-6.85%	-6.00%	-5.47%	-1.62%	-0.69%	-0.39%
91-981	-3.10%	-3.99%	-3.75%	1.63%	-1.65%	-0.14%

For GBOL, this refers to average annual cumulative cost reductions, 1991 - 1997.

Source: Scottish Office (1997, 1999)

Scotland has seen considerable savings in vehicle operating costs per bus kilometre in real terms throughout the period. Indeed, cost reductions have been the highest in Britain outside of London. Interestingly most savings occurred during the early period of deregulation, as shown by the 6.85% average decline in the period 1986-91. However in Scotland most of the industry remained in the public sector. Given that other (privatised) regions show the same general pattern, this may suggest that cost reductions were more as a result of increased competition rather than a change in ownership. Nevertheless, as the whole privatisation programme within England and Wales was undertaken over a very short time period, these figures may also reflect 'efficiency gains' from private ownership. Within Scotland, a further notable decline in operating costs occurred over the last two years, and reasons for this are unclear. The period did however include Firstbus's acquisition of Strathclyde Buses and also Stagecoach's re-entry into the Glasgow market with a sizeable fleet of new vehicles.

Also shown in the last three columns of the table is operating costs per passenger kilometre. In real terms in Scotland these have remained relatively constant over the whole period. In fact, only the regulated market in London has seen a significant reduction in the cost per passenger journey. In Scotland, the decline in passenger numbers has not been matched by a reduction in services, but rather has been more than offset by a reduction in vehicle operating costs. Cost savings therefore, have not directly resulted in lower fares, but rather have been used to maintain or increase service levels.

**Investment Levels**

The SBG had seen very little investment prior to privatisation. Nevertheless, a major concern in the aftermath of privatisation has been the level of investment within the industry. This has been partly as a result of the uncertainty caused by the introduction of open competition and partly due to the short termism of some operators. Bradshaw (1993) for example highlights that many operators were looking to sell businesses on after privatisation, thus resulting in a concern with sales in the short term rather than profitability in the long term. Consequently, very little investment took place and the age of bus fleets rose considerably (in Scotland, from an already aged base).

This is reflected in investment rates, as formally defined as the percentage of vehicles in the fleet less than a year old. For the fourteen largest bus owning subsidiaries in Scotland, this stood at a lowly 1.8% in 1993 (which would imply an expected vehicle life of over 50 years!), but has risen substantially since to a healthier 11.5% in 1998. This period has seen the average age of vehicles in these fourteen firms fall from 11 to 8.5 years. Also notable has been the change in fleet profiles, with a general move away from the traditional double decker to smaller types of vehicles with improved accessibility and storage space. Whilst in 1994 just under half of fleets were of the double decker variety, this had fallen to 40% in only four years. In the less uncertain business environment which has eventually emerged out of deregulation of the market, firms now appear to be more confident to undertake investment, and are investing in vehicles more suited to the majority of users. It has however taken some seven years since privatisation for investment to take place at a sustainable level, and hence there is a significant degree of 'catching up' required.

**Profitability**

In comparison with the rest of Britain, Scotland in the recent past has tended to be one of the more profitable areas for bus operations. A sustained period of improving profitability in the Scottish industry saw average profit margins rise from just under half of one percent in 1990 to almost fourteen percent in 1995. This was achieved through a combination of rises in real fares, reductions in operating costs and latterly through technological improvements adopted via investment. Figures for 1996 however reveal a small decline back to twelve percent.

Improved profitability, particularly from such a low level, is no bad thing, as only a profitable industry will produce improvements in public transport. Nevertheless, an appropriate balance is required between the customer on the one hand paying a reasonable price for a quality service, and the supplier on the other receiving a reasonable return for providing one.

By Jonathan Cowie, Department of Economics, Glasgow Caledonian University.



From Workhorse to Thoroughbred. DETR.

**INTRODUCTION**

The Transport Acts of 1980 and 1985, and the Transport (Scotland) Act of 1989 heralded a new era in the provision of public bus services in Scotland. These Acts, over a relatively short time period, ended some 50 years of heavy state intervention in the bus industry, through deregulation of the market outside of London and the almost complete transfer of ownership from the public to the private sector. State intervention, at either central or local government level, was reduced to merely the operation of the concessionary fare scheme and identification of socially necessary, but unprofitable, bus services. Even in the latter case such routes are now put out to competitive tender, and hence the bus market, if not wholly competitive, is at least contestable.

Within Scotland the nationalised bus operator, the Scottish Bus Group (SBG), was divided into nine autonomous regional units and the express operator Scottish Citylink, and sold to the private sector in 1990/91. Three of the four municipal operators were sold-off between 1989 and 1993. This short article uses publicly available data, primarily from the Scottish Office and the TAS Partnership, to outline the major supply side effects that have occurred within the Scottish industry since deregulation. Firstly however, the demand side is given as a backdrop.

**The Demand Side of the Market**

Overall bus patronage in Britain reached a peak in the early to mid 1950s, but has experienced a steady and continual decline since that period, with Scotland following the same general pattern. One of the prime aims of privatisation therefore was to reverse this long-term trend. It was hoped that this would be achieved through a combination of increased competition, greater innovation and better marketing practices in the private sector. Nevertheless, since deregulation of the market both Scotland and the rest of Great Britain outside London (GBOL) have continued to experience a loss of bus patronage. This was most severe in the immediate aftermath of deregulation (1986), when patronage fell by some 4% in Scotland and 5% in GBOL, with further substantial declines in both areas in the early to mid 1990s. For GBOL, passenger numbers recovered in the late 1990s, to such an extent that the rate of decline has ebbed considerably and may even appear to have ‘bottomed out’. In Scotland however, the rate of loss hit an alarming new high in 1997/98 of over 6%. As highlighted by Begg and Smith (1997), such figures should not be looked at in isolation, but viewed in the wider context of an increased level of car ownership and a land use and pricing framework which encourages the use of the car. Passenger decline therefore, cannot solely be attributed to deregulation of the market.

Falling patronage has not been a uniform trend across the country however, as some encouragement can be taken from Bus Quality Partnerships (BQP). A good example is the BQP between Glasgow City Council and

First Glasgow. This has been responsible for the implementation of bus lanes and improved passenger information on Maryhill Road in the north of Glasgow and Pollokshaws Road and Victoria Road in the south, and investment in new vehicles by the operator. The route has subsequently experienced an impressive 30% increase in patronage. Rye (1999) however questions the need for BQPs in a study of First Lowland’s route 66 in Edinburgh. Growth in patronage was found to have at least matched, and in many instances outperformed, many formal BQPs, but was solely as a result of unilateral measures taken by the operator.

With regard to fares, in the run up to privatisation of the SBG, these fell in real terms in Scotland, whilst remaining relatively constant over the same period in the rest of Britain. Throughout Britain, fares have consistently risen since at roughly the same rate in real terms, at between 2-3% annually. These are the overall trends, however fares and fare increases will vary within the regions listed. For example, a recent survey, carried out at Glasgow Caledonian University on bus fares in Glasgow, suggests that fares are on average some 13% lower where there is point-to-point competition. Even greater savings were found where weekly tickets were introduced, in the order of a further 10% on competitive destinations. Within the sample however, the two main operators only offered weekly tickets where there was point-to-point competition. Therefore where competition exists, it would appear to influence fare levels.

**The Supply Side of the Market  
Merger and Consolidation**

Privatisation ultimately resulted in the creation of 14 medium to large bus companies in Scotland, organised into 12 groupings. This structure only existed over a very short period, with acquisitions in 1994 reducing the number of groups to eight, and the purchase of Strathclyde Buses by Firstbus in 1996 reducing it again to seven. Of the original 14, six companies are now owned by Firstbus, three by Stagecoach, and the remaining five spread singularly between a consortium of local authorities, an independent firm and three other (UK) holding companies. Market concentration therefore, expressed as the share of total operating revenue held by the three largest groups, has risen significantly in Scotland from 39% in 1993 to 67% by 1996. Firstbus particularly dominates, with a 40% share of the urban bus market.

Such a high level of consolidation within the industry is unsurprising, as work undertaken in the late 1980s (Price Waterhouse 1990) identified acquisition as the more profitable strategy for bus firms to enter new markets. This was said to achieve economies of scale in vehicle purchase, fuel and financing, and also increased market power to combat new entrants. Direct entry on the other hand, was found to result in loss of profits for both competing firms, and even in some cases the collapse of one of the firms, and thus in neither’s best interests.

Furthermore, acquisitions have led to the breaking down of regional boundaries that were created on privatisation. Ownership of companies is now on a national basis, and the industry would seem to have reverted to type i.e. dominated by a few large firms.



Bendy Bus for use on quality corridors. First Group.

**Achievements**

- 13% improvement in delays due to infrastructure failures, despite enduring the worst weather in 30 years in December and extensive flooding in October.
- 40% improvement in performance in Scotland over the three years since 1996.
- 5% more trains per week are running on the Scottish network, reflecting a 12% increase in passenger business and 20% increase in freight traffic (freight traffic grew by 16% in 1997/98).
- £330m contract for maintenance of the Scottish rail network over the next five years awarded by Railtrack Scotland to First Engineering with enhanced maintenance specifications for our identified 262 “golden assets” whose failure would have greatest impact on the reliability of train performance in Scotland

**Vision**

- Our GB-wide target for 1999/2000 is 7.5% reduction in delays attributed to Railtrack and our contractors and a further 5% in 2000/2001.
- In Scotland targets are slightly less because our performance base is better than other areas of Great Britain. We will deliver 10% in the next two years. We plan to deliver further improvements in Scotland of 2% per year in delays per train movement for the years 2001/02-2005/06.

**Commitments**

- Improved signalling and performance by complete resignalling of the 1960s system at Glasgow Central
- In the SPT area, the construction of new electrified railway between Larkhall and Haughhead Junction (south east of Hamilton) with three new stations and reinstatement of a 1.65km line between Maryhill Park and Anniesland with a new station
- Completion of the £25 million resignalling scheme for Cowlairs providing the ability to run a 15 minute service between Glasgow and Edinburgh.
- 2 minute journey time reduction between Glasgow and Edinburgh.
- Journey time reductions between Glasgow - Inverness, Glasgow - Aberdeen and Edinburgh - Aberdeen
- Doubling of track between Barrhead and Kilmarnock to increase capacity
- Line reopening from Stirling - Alloa - Dunfermline
- Commitment for Edinburgh Crossrail project
- Major upgrading of the East Coast Main Line with a £1 billion project
- Installation of a loop between Stewarton and Dunlop



Janette Anderson, Director Railtrack, Scotland in Glasgow Central Station. Railtrack.

**Station Improvements**

- The four year station regeneration programme is now half way through and will be completed by 2001
- Some of the most ambitious regeneration schemes underway are at Glasgow Central, Queen Street, and Edinburgh Waverley with further afield, Wick and Thurso stations about to receive a full revamp.
- The programme to re-build Largs station is expected to be complete by 2000.
- Improvements to waiting rooms, toilet facilities, cycle rack provision and retail outlets are in progress throughout the network.
- In partnership with SPT develop and construct new stations.
- To improve security at stations by upgrading lighting, installing CCTV, and enhance customer-information systems. We have installed CCTV at 16 SPT stations this year.
- Upgrade retail units at Glasgow Queen Street station.
- Install lifts at Paisley Gilmour Street with help from SPT.



Alastair McPherson, Managing Director, ScotRail and Janette Anderson, Railtrack.

**Performance Improvements**

- Installation of remote monitoring and anemometers to improve performance.
- Drainage improvements.
- Increasing the specification for overhead wires to withstand winds of 120mph from the current 85mph. This will reduce delays from fallen wires next winter.

The NMS is responsive to consultation on the previous year’s plans. Formal consultation on the 1999 document will take place again this year, and respondents should reply to Railtrack before the end of June 1999. Consultation workshops will take place in key centres around Scotland in the second half of July. Copies of the Scottish NMS are available from Railtrack Scotland Corporate Affairs Department on Tel 0141 335-2365 and copies of the full GB version are available from Tel 0345 114141.



Railtrack.

## by Colin C Badger BSc CEng MICE

*Project Manager (Strategic Schemes), Land Services, Glasgow City Council, who was responsible for co-ordinating the joint Public Transport Fund submission on behalf of all the partners to the Bid. The author wishes to acknowledge the assistance of Mr Alastair D Young, Director of Land Services, and other colleagues from within the Department, in contributing to the preparation of this article.*

Glasgow is the heart of Scotland's only metropolitan region. The City Centre is the hub of the West of Scotland's transport network which includes the largest suburban rail network outside London and is the second most important retailing centre in the UK. In addition to its role as a business and higher education centre, the City Centre is increasingly becoming a tourist destination in its own right and has a strong cultural vitality. This very success could be threatened by increasing congestion within the City Centre, and clearly identifies the need for adopting an more sustainable transport strategy to solve the problem.

The concept of a sustainable **Integrated Transport Strategy**, as outlined in the Government's recent White Paper "Travel Choices for Scotland", is not new to the City of Glasgow. The City has historically operated transport policies which restrain the level of peak hour car commuting to the City Centre through controls on the supply of Private Non-Residential Parking in new developments and by setting carpark charges at a level which deters long term parkers - Glasgow City Council (GCC) operates more than half of the city's off-street carparks. Further development of this more sustainable approach will be dependent on additional funding from sources such as the Public Transport Fund (PTF).

Glasgow has continued to develop the strategy set out in the "Travelling in Strathclyde" consultation document (Ref 1), which detailed existing problems and issues and outlined proposals for an integrated transport strategy response. Action to give priority to and improve the quality of road based public transport services in the City Centre and on the many inner urban corridors served by the existing extensive bus route network was identified as essential to fill the gaps in coverage of the rail network.

In recognition of this and the allied continued growth in car ownership and use, GCC considers that it is essential to promote a more sustainable transport network, as set out in its "Keep Glasgow Moving" consultation document (Ref 2). It should be noted that the proportion of peak hour journeys made by public transport to the city centre is higher than in any other city in the United Kingdom, and is presently 68% of all journeys. Of these, 38% of journeys are by bus, and any new strategy is aimed at reducing the 32% of commuters who travel by car.

Key proposals identified in the consultation document included a **City Centre Action Plan** to improve the pedestrian environment, promote public transport priority, and a package of **Route Action Plan (RAP)** measures on radial routes to assist public transport and provide safety and environmental improvements. Nineteen radial corridors were identified for action under the RAP programme on the basis that at least 20 buses per hour used the route, with priority given to sections of the route where more than 10% of bus journey time comprised avoidable delays. The key objectives for the Route Action Plans included:-

- improving bus journey times and reliability
- improving the environment for vulnerable road users (pedestrians and cyclists)
- reducing accidents
- reducing air pollution

Following appraisal of responses to the City Centre Action Plan proposals, a revised City Centre "Millennium Plan" (CCMP) was developed which was the subject of a major public consultation exercise in 1995. Within an overriding theme of improving the environment there were 3 key elements to the proposals:-

- A better deal for pedestrians and cyclists
- Promoting public transport
- Accommodating essential vehicular access

The package of actions proposed included enhancing pedestrian crossing facilities and footway surfaces, promoting public transport priority through the City Centre, providing advanced stop lines and other measures to assist cyclists, and developing passenger and driver information systems to encourage public transport use and reduce the environmental impacts of car use.

Progress to date includes the limited implementation of various aspects of the Plan and the creation of three RAPs, namely **Victoria Road, Pollokshaws Road and Maryhill Road**. The first of these, introduced in July 1997, was the inaugural long corridor bus priority measures in Scotland, combining 24 hour bus lanes with environmental and road safety improvements. However, while this ongoing development has been very successful (achieving additional bus patronage of 1 million passengers), the full potential of these measures will not be realised until full integration has been achieved and the RAPs continue into and through the City Centre thus creating cross city bus priority corridors, or Quality Bus Corridors. The creation of such corridors would allow the necessary measures to be put in place in order to further encourage modal shift to public transport.

The announcement by Government in September 1998 that they would be making available £30M per year over the next 3 years for Public Transport projects was seen as an ideal opportunity to allow the early initiation of the above cross city bus priority corridors strategy, and a Bid document was prepared and submitted.

The Bid comprised the development of three **Quality Bus Corridors**, major priority measures in the City Centre and further enhancement of existing bus priority corridors, as defined below and detailed in the plan, and was submitted jointly with **West Dunbartonshire Council (WDC)**, as part of Corridor 1 is located within that authority.

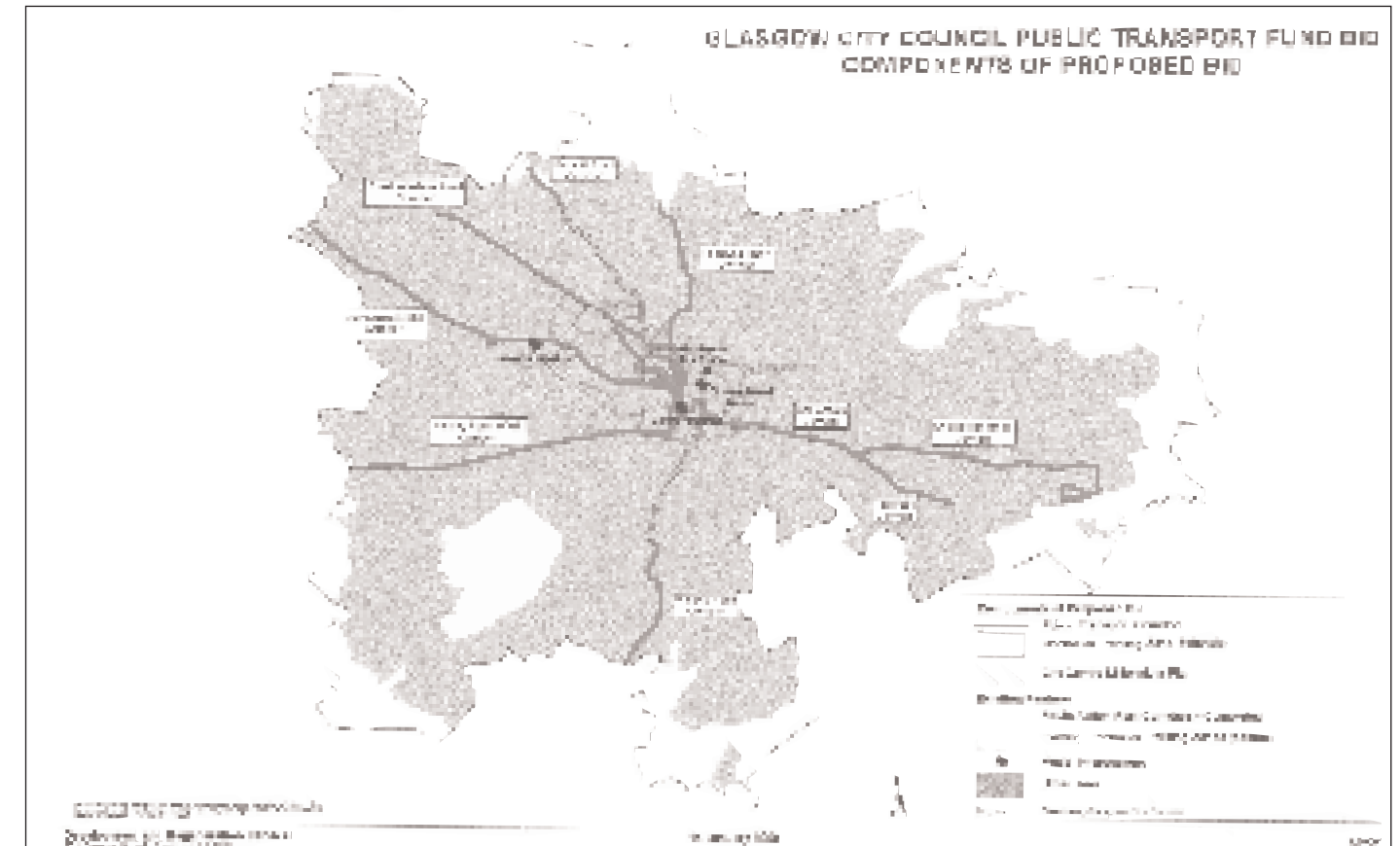
(i) **Corridor 1** - The development of Dumbarton Road / Gallowgate / Shettleston Road/Baillieston Road as an east-west corridor, including associated traffic management and **Urban Traffic Management and Control (UTMC)** to increase bus, taxi and cycle priority.

(ii) **Corridor 2** - Great Western Road and Clarkston Road radial corridors, including associated traffic management and UTMC to increase bus, taxi and cycle priority.

(iii) **Corridor 3** - Paisley Road West and Possil/Saracen Street radial corridors, including associated traffic management and UTMC to increase bus, taxi and cycle priority.

(iv) Further development of the existing Route Action Plans including Maryhill Road and Pollokshaws Road, by incorporating them into the whole corridor network and including UTMC.

(v) The City Centre Millennium Plan which includes traffic management, extension of the controlled parking zone and UTMC to increase bus, taxi and sustainable transport (ie. walking and cycling) priority within the City Centre network hub.



Although all bids were to be evaluated against set criteria, it was accepted that bids submitted in partnership with other local authorities, and with private sector organisations contributing additional funding, would be viewed more favourably. As a result of the success demonstrated on the earlier RAPs, where passenger numbers increased by up to 16% on some routes, and journey time improvements of up to 10%, **FirstGroup** were delighted to be involved in this bid and have undertaken to contribute significant funding over the next three years. For similar reasons, **Glasgow Wide Taxi Owners' Association** were happy to join the Bid and will also contribute funding.

The outcome of the bidding process was partially successful, with GCC and WDC receiving £4.75M and £1.3M respectively, to take Corridor 1 forward over the next 3 years. These allocations combined with GCC and FirstGroup contributions, make available a total sum in excess of £8.0M, and also allows for the potential of through ticketing to be investigated.

The success of the Strathclyde Passenger Transport Authority with their own bid for upgrading facilities at Partick Station, which is also located on Corridor 1, should enhance the success of both projects by facilitating modal transfer at this strategic interchange.

Finally, at this very early stage in the project, some success has already been recorded along Corridor 1. FirstGroup have already noted an increase in passenger patronage as a result of the introduction of a 24 hour service, including increased frequency during the peak hours. This augers well for the future success of the remainder of the project.

### References :

1. Strathclyde Regional Council. *Travelling in Strathclyde, an integrated transport strategy for the region, SRC, 1992.*
2. Glasgow City Council. *Keep Glasgow Moving, a draft Consultation Document to assist in formulating Glasgow's future transport strategy.*



Bus lane and bus stop with real time information. Glasgow City Council.